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  - Volume 3....No. 1, part 2, War, (vol. 2, part 1.)
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  - Volume 5....No. 1, part 3, Navy; No. 1, part 4, Postmaster-General;  
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  - Volume 6....No. 1, part 5, Interior, (vol. 1.)
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FOR THE

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INDIAN TRIBES IN KANSAS.

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LETTER

FROM THE

SECRETARY OF THE INTERIOR,

RELATIVE TO

*The treaty of February 23, 1867, with certain Indian tribes in Kansas.*

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JANUARY 13, 1875.—Referred to the Committee on Indian Affairs and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
Washington, D. C., December 23, 1874.

SIR: Article 24 of the treaty of 23d February, 1867, (Statutes 15, p. 513,) with certain Indian tribes in Kansas, provides, in relation to the Peorias, Kaskaskias, Weas, and Piankeshaws, parties to said treaty, that "an examination shall be made of the books of the Indian Office, and an account-current prepared stating the condition of their funds; and the representations of these Indians for overcharges for sales of their lands in 1857 and 1858 shall be examined and reported to Congress."

In compliance with the requirements of said article of the treaty, I have the honor to transmit to Congress, herewith, a copy of a communication dated the 21st instant, from the Commissioner of Indian Affairs, and accompanying papers, as follows, viz:

First. A copy of a letter from the General Land-Office, dated June 22, 1874, with statement attached, showing in detail the number of acres of land sold under the treaty of 1854, including the eight sections not embraced in said treaty, and the amount realized from said sale.

Second. A statement from the books of the Indian Office, showing the amount received on account of the sales of said lands, and of the Wea national reserve, sold under the provisions of the 21st article of the treaty of 23d February, 1867, and the disposition of the proceeds of the same.

Third. A statement of the stock-account of said Indians, showing the various changes in the same and the amounts now held in trust for them.

Fourth. A detailed statement of their interest-account, showing receipts and disbursements.

Fifth. A statement of account, "fulfilling treaty with" said Indians, showing the amounts appropriated by Congress under treaty-stipulations, and the disbursements of the same.

The communication of the Commissioner also contains the report of

his examination of "the representations of the Indians relating to overcharges for sales of their lands in 1857 and 1858," as required by the said 24th article of the treaty of 1867.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

The SPEAKER of the House of Representatives.

DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
Washington, D. C., December 21, 1874.

SIR: I have the honor to acknowledge the receipt, by reference from the Department, of a letter dated the 31st January last, from James Charley and others, chiefs of the confederate Kaskaskias, &c., referring to the sales of their lands under their treaty of 1854, and to the disbursement of the funds arising from the same; and requesting that there be transmitted to Congress, in compliance with the 24th article of the treaty of February 23, 1867, with the Senecas, Shawnees, Quapaws, Kaskaskias, &c., (St. 15, p. 513:)

1st. A detailed statement from the records of the General Land-Office of all lands sold, including the eight sections not embraced in the treaty of 1854;

2d. A statement of their bond and interest account, its changes and disbursements; and

3d. A full statement of moneys received and disbursed on their account.

In compliance with their request, I have caused to be prepared, and herewith transmit, the following statement, in duplicate, viz:

1st. A copy of a letter from the General Land-Office, with statement attached, showing in detail the number of acres of lands sold under the treaty of 1854, including the eight sections referred to, and the amount realized from said sales.

2d. A statement from the books of this office, showing the amount received on account of the sales of said lands, and of the Wea National reserve, sold under the provisions of the 21st article of treaty of February 23, 1867, and the disposition of the proceeds of the same.

3d. A statement of their stock account, showing the various changes in the same, and the amount now held in trust for them.

4th. A detailed statement of their interest account, showing receipts and disbursements.

5th. A statement of account "fulfilling treaty with," showing the amount appropriated by Congress under treaty stipulations, and the disbursement of the same.

In regard to the representations of the Indians relating to overcharges for expenses in the sales of their lands in 1857 and 1858, referred to in the 24th article of the treaty of February 23, 1867, (Stat. 14, p. 519,) I have to state that the same have been examined, and from the records of this office it appears:

1st. That the sums alleged to have been paid to Peter Lammond, were placed in his hands as disbursing clerk of the Department for disbursement, in connection with the expenses of survey and sale of the lands belonging to the Kaskaskias, &c., and for defraying the expenses of their delegates visiting Washington, the details of which appear in the accompanying statements.

2d. The \$300 paid to Joseph Gedney for maps furnished, was paid from funds appropriated under the 3d and 4th articles of the treaty of 1854

for defraying the expenses of survey—funds in which the said Indians had not the remotest interest.

3d. The sum of \$2,500, paid to Ely Moore, was paid under a decision of the Secretary of the Interior, of June 6, 1862, being the amount of his fees by law, as Register of the Land-Office at Lecompton, upon receipts for land sold at the sale of the Kaskaskia, &c., trust-lands at Paoli, Kansas, in 1857.

4th. The sums paid to R. J. Stevens, special commissioner, for services and expenses connected with the sale of the lands of the Kaskaskias, &c., were paid through this office, on stated accounts, passed upon by the accounting-officers of the Treasury in the usual manner.

The letter of Charley and others is herewith returned.

Very respectfully, your obedient servant,

EDW. P. SMITH,  
Commissioner.

The Hon. SECRETARY OF THE INTERIOR.

No. 1.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND-OFFICE,  
Washington, D. C., June 22, 1874.

SIR: In reply to your communication of the 22d ultimo, inclosing an extract from a letter addressed by a delegation of the confederated Kaskaskias, &c., to the honorable Secretary of the Interior, asking for a detailed statement of the sales of their lands under their treaties of 1854 and 1860, (the latter not ratified,) I respectfully submit the following statement:

Amount of trust lands sold at Paoli, Kansas Territory, from June 24 to July 13, 1857, as per the President's proclamation dated February 26, 1857, under the 5th section of act of Congress approved March 3, 1855, (U. S. Statutes at Large, vol. 10, p. 700) .....	207,758.85 acres,		\$346,671 09
Sold October 25, 1858 .....	40.00	"	120 00
Sold in January, 1860 .....	160.00	" private entry,	200 00
Sold in May, 1860 .....	518.89	" " "	648 60
Sold in June, 1860 .....	158.58	" " "	198 23
Sold in 4th qr., 1870 .....	51.25	"	64 06
Sold in 2d qr., 1871 .....	92.31	"	115 39
Sold in 3d qr., 1872 .....	7.56	"	9 45

Aggregate..... 208,787.44 acres. 348,026 82

I also herewith inclose Exhibit A, giving a detailed statement of the sales within the (about) eight sections of land adjoining the Ottawas, which is claimed by the delegation as rightfully belonging to the confederated bands, but was not embraced in the provisions of the treaty of 1854.

I would further state that there is nothing upon the records of this office showing any expenses attendant upon the sales of the 208,787.44 acres above mentioned.

Very respectfully, your obedient servant,

S. S. BURDETT,  
Commissioner.

Hon. EDW. P. SMITH,  
Commissioner Indian Affairs.

EXHIBIT A.  
Township 15.

Section 34, range 20:		
Lot 5, John Kates, June 25, 1857, cash entry, No. 1, 71.79, at \$1.75 .....	\$125 63	
Lot 4, Jacob Durham, June 25, 1857, cash entry, No. 2, 11.22, at \$2.55 .....	28 61	
Southeast quarter, Hardman Petrikin, June 25, 1857, cash-entry No. 4, 160, at \$1.75 .....	280 00	
Lot 6, Jacob Durham, June 25, 1857, cash entry, No. 3, 24.52, at \$2.20 .....	53 59	

## Section 35:

- Lot 4, William Kline, June 25, 1857, cash entry, 71.97, at \$1.75..... \$125 95  
Only the west half of the above lot, containing 32.84 acres, is between the two boundaries.
- Southwest quarter, John Ames, cash No. 7, June 25, 1857, 160, at \$1.75 .... 280 00  
Only the west front half of the southwest quarter, containing 73.80 acres, is embraced within the two boundaries.

## Township 16.

## Section 2, range 20:

- Lot 3, in northeast quarter; lot 4, in northwest quarter, and southeast quarter of northwest quarter, John F. Carnes, pre-emption 1841, No. 409, October 16, 1857, 93.26, at \$1.25..... 116 58  
"Suspended on Indian trust-lands."
- For lot 5, see section 3, (29.67.)
- Lot 6, H. E. No. 3,706, George Morley, March 7, 1872, 29.23, at \$2.50.
- Lot 2, section 3, and southwest quarter of northwest quarter section 2, located by William Coxon, June 8, 1857, warrant No. 15,119, act 1850, R. and R. No. 1, 76.60. "Suspended on Indian trust-lands."
- Southwest quarter pre-emption 1841, located by Allen G. Matterson, October 16, 1857, warrant No. 48,996, act 1855, R. and R. No. 742, 160. "Suspended on Indian trust-lands."

## Section 3:

- Lot 5, section 2, and lot 1, section 3, pre-emption 1841, William Coxon, June 8, 1857, R. & R. No. 117, sent to recorder March 26, 1863, 56.70, at \$1.25.. 70 88  
"Suspended on Indian trust-lands."
- For lot 2, see section 2.
- For lot 3, see section 10.

## Section 10:

- Lot 3, section 3, and lot 1, located with warrant No. 38,513, act of 1855, June 30, 1859, 120-acre warrant, excess receipt No. 1,754, Orlando Thomas, 19.86, at \$1.25 ..... 24 83
- Lot 2, located by Freeman Bell, September 7, 1858, warrant No. 15,915, act of 1855, R. and R. No. 4607, 65.74.

## Section 11:

- Lots 2 and 3, selected December 11, 1873, by L. L. & G. R. R. Co., under act of March 3, 1863, list 2, 65.24.
- Northwest quarter, located by George W. Patton, June 8, 1857, warrant No. 31,650, act of 1855, R. and R., No. 143, 160 acres, approved December 20, 1858. "Suspended on Indian trust-lands."
- Southwest quarter, located by Lewis H. Smith, June 8, 1857, warrant No. 41,841, act of 1855, R. and R. No. 149, 160 acres, approved December 20, 1858. "Suspended on Indian trust-lands."

## Section 14:

- Lots 2 and 3, H. E., No. 960, Julia L. Munn, June 18, 1866, 79.84, at \$2.50.
- Final certificate, No. 604, March 12, 1872, sent to recorder June 23, 1872.
- East half northwest quarter and southwest quarter northwest quarter, located by Louis Deebold, June 8, 1857, warrant No. 72,437, act of 1855, 120 acres, R. and R. No. 143, approved and sent to Division "H," March 26, 1863. "Suspended on Indian trust-lands."
- Northwest quarter northwest quarter, pre-emption act of 1841, cash entry, No. 160, Louis Deebold, June 8, 1857, sent to recorder March 26, 1863, 40 acres, at \$1.25..... 50 00  
"Suspended on Indian trust-lands."
- East half southwest quarter and northwest quarter southwest quarter, located by Ely Clinesmith, June 8, 1867, warrant No. 52,432, act of 1855, 120 acres, R. and R. No. 151, approved and sent to Division "H," March 26, 1863. "Suspended on Indian trust-lands."
- Southwest quarter southwest quarter, pre-emption act of 1841, cash entry, No. 119, Ely Clinesmith, June 8, 1857, sent to recorder March 26, 1863, 40.00, at \$1.25 ..... 50 00  
"Suspended on Indian trust-lands."

## Section 15:

- Lots 1 and 2, pre-emption act of 1841, located by John Foreman, September 7, 1858, warrant No. 73,554, act of 1855, 118.12 acres, R. & R. No. 4606, confirmed March 23, 1862.

## Section 22:

For lots 1 and 2, see section 27.

## Section 23:

- Lots 2 and 3, cash entry, No. 96, pre-emption act 1841, James Waters, May 30, 1857, sent to recorder March 26, 1863, 93.68, at \$1.25..... 117 10  
"Suspended on Indian trust-lands."

## Section 23—Continued:

Northwest quarter, located by Elijah H. Benjamin, May 19, 1857, pre-emption act 1841, warrant No. 57,100, act 1855, 160 acres, R. and R. No. 45, confirmed and sent to division H March 26, 1863. Suspended on Indian trust-lands.

Southwest quarter, located by Francis Armstrong, June 8, 1857, pre-emption act 1841, warrant No. 57,474, act 1855, R. and R. No. 145, 160 acres, sent to division H March 26, 1863. Suspended on Indian trust-lands.

## Section 26:

Lot 2, located with warrant No. 8,234, July 7, 1859, act 1850, 40 acres, R. and R. No. 225, by Alphens Benjamin, excess receipt No. 1,778, 9.87, at \$1.25. \$12 34  
Sent to division H and recorder April 24, 1860.

For lot 3, see section 35.

Northwest quarter, located under pre-emption act 1841, by Wilson M. Spratt, May 19, 1857, warrant No. 40,400, act 1855, 160 acres, R. and R. No. 44, confirmed March 26, 1863. Suspended on Indian trust-lands.

East half of southwest quarter, and northwest quarter of southwest quarter, located under pre-emption act 1841, by Charles Fordham, June 15, 1857, writ No. 73,960, act 1855, 120 acres, R. and R. No. 237, confirmed March 26, 1863. Suspended on Indian trust-lands.

Southwest quarter of southwest quarter, pre-emption act 1841, cash entry, No. 167, Charles Fordham, June 15, 1857, sent to recorder March 26, 1863, 40, at \$1.25..... 50 00  
Suspended on Indian trust-lands.

## Section 27:

Lots 1 and 2, section 22, and lot 1, section 27, located under pre-emption act 1841, by Israel McCrea, June 15, 1857, warrant No. 32,122, act 1855, 153.70 acres, R. and R. No. 236, confirmed March 26, 1863. Suspended on Indian trust-lands.

Lot 2, located by Rebecca Thillippay, December 1, 1858, warrant No. 3,097, act 1855, 46.10 acres, R. and R. No. 110, confirmed June 23, 1862. Canceled April 21, 1865, P. E. division. Pierce.

## Section 34:

For lots 1 and 2, see sections 3, 17, 20.

## Section 35:

Lot 3, section 26, and lot 2, section 35, pre-emption act 1841, cash-entry, No. 89, John S. Ames, May 27, 1857, confirmed March 26, 1863, 106.66, at \$1.25..... 133 33  
Suspended on Indian trust-lands.

Lot 3, pre-emption act 1841, cash-entry, No. 115, Fredrick Sheetz, June 8, 1857, confirmed March 26, 1863, 56.83, at \$1.25..... 71 04  
Suspended on Indian trust-lands.

Northwest quarter, pre-emption act 1841, cash, No. 44, Nathan Ames, May 13, 1857, confirmed March 26, 1863, 160, at \$1.25..... 200 00

Southwest quarter, located under pre-emption act 1841, by John Filbert, June 8, 1857, warrant No. 11,672, act 1855, 160 acres, R. and R. No. 150, confirmed March 26, 1863. Suspended on Indian trust-lands.

## Township 17.

## Section 2, range 20:

West half of northeast quarter, and northwest quarter of southeast quarter, located under pre-emption act 1841, by Amashiar Bonham, May 18, 1857, warrant No. 62,999, act 1855, 120 acres, R. and R. No. 38, confirmed March 26, 1863, excess receipt No. 49, .60, at \$1.25..... 75  
Suspended on Indian trust-lands.

Northwest quarter, located under pre-emption act 1841, by John Yeager, October 19, 1857, warrant No. 71,189, act 1855, 160 acres, R. and R. No. 757, confirmed March 26, 1863, excess-receipt No. 417, .48, at \$1.25..... 60  
Suspended on Indian trust-lands.

Lot 3, pre-emption act 1841, Amashiar Bonham, cash-entry, No. 50, May 18, 1857, confirmed March 26, 1863, 31.88, at \$1.25..... 39 86  
Suspended on Indian trust-lands.

North half of southwest quarter, and lots 1 and 2 of southwest quarter, located under pre-emption act 1841, by Oscar Carrier, April 16, 1858, warrant No. 26,764, act 1855, 120 acres, R. and R. No. 2,215, excess receipt No. 829, confirmed June 23, 1862, 20 acres, at \$1.25..... 25 00

## Section 3:

Lots 1 and 2, section 34, township 16, and lots 1 and 2, section 3, township 17, range 20, pre-emption act 1841, cash-entry No. 51, William M. Inman, May 18, 1857, confirmed March 26, 1863, 154.88, at \$1.25..... 193 60  
Suspended on Indian trust-lands.

## No. 2.—Statement of appropriation "fulfilling treaty with

DR.		PROCEEDS
Aug. 20, 1857	To amount received from sale of lands, per warrant No. 4.....	\$60,200 00
Sept. 18, 1857	To amount received from sale of lands, per warrant No. 8.....	275,250 00
Dec. 16, 1857	To amount refunded by Riggs & Co., (uninvested balance).....	115 93
Dec. 30, 1857	To amount refunded by the Secretary of the Interior, per warrant No. 12.....	120 00
Jan. 12, 1858	To amount refunded by the Secretary of the Interior, per warrant No. 13.....	654 70
Jan. 12, 1858	do.....	450 00
Mar. 28, 1859	To amount refunded by Peter Lammond, disbursing clerk.....	26 10
Oct. 6, 1860	To amount received from sale of lands, per warrant No. 6.....	4,317 47
Sept. 3, 1861	To amount refunded by William Brindle, late receiver, an amount due from him on settlement.....	142 27
July 18, 1863	To amount refunded by J. P. Usher, Secretary, trustee, &c., being avails of \$25,000 Pennsylvania 5 per cent. bonds.....	25,343 28
Mar. 26, 1865	To amount refunded by J. P. Usher, Secretary, trustee, &c., being avails of \$500 Kansas bonds.....	425 00
Mar. 3, 1865	To amount appropriated for balance due confederated tribes, arising from the sale of their "trust-lands" by William Brindle, late receiver of the land-office, as reported by the Commissioner of the General Land-Office, held by late Receiver Brindle, unaccounted for and not deposited in the United States Treasury.....	6,818 30
Dec. 20, 1867	To amount received from sale of lands, per warrant No. 294, (national reserve.).....	18,823 00
Feb. 24, 1868	To amount received from sale of lands, per warrant No. 298, (national reserve.).....	31 00
June 19, 1868	To amount received from sale of lands, per warrant No. 310, (national reserve.).....	3,251 25
Aug. 20, 1868	To amount received for a portion of the Wea national reserve, per warrant No. 325, (national reserve.).....	296 61
Oct. 7, 1869	To amount received from sale of lands, per warrant No. 383, (national reserve.).....	29 12
Feb. 13, 1871	To amount received from sale of lands, per warrant No. 455.....	13 10
May 29, 1872	To amount refunded by J. D. Cox, Secretary of the Interior, (uninvested balance.).....	83 35
July 1, 1873	To amount refunded by G. A. Colton, late Indian agent, (unexpended balance).....	36
Nov. 26, 1872	To amount received from sale of lands, per warrant No. 546.....	15 39
Mar. 8, 1873	To amount received from sale of lands, per warrant No. 565.....	9 45
		<hr/> 396,315 68

## RECAPITULATION.

Amount of sales of trust-lands reported by the General Land-Office.....	\$348,026 82
Amount of sales of trust-lands deposited by the Secretary of the Interior.....	13 10
Amount of sales of national reserve lands.....	22,430 98
Amount of sales of Pennsylvania and Kansas bonds.....	25,768 28
Total.....	<hr/> 396,239 18
Amount received by Indian Office from sales of trust-lands.....	\$346,665 98
Amount received by Indian Office from sales of national reserve lands.....	22,430 98
Amount received by Indian Office from sales of bonds.....	25,768 28
Total received.....	<hr/> 394,865 24
Difference.....	<hr/> 1,373 94

*Kaskaskias, Peorias, Weas, and Piankeshaws."*

## OF LANDS.

CR.

Aug. 31, 1857	By J. T. Souiter, president Bank Republic, New York, \$45,000 Tennessee bonds purchased.	\$38,700 00
Sept. 3, 1857	By John H. Wheeler, \$10,000 North Carolina 6 per cent. bonds purchased .....	9,225 00
Sept. 5, 1857	By Riggs & Co., \$14,000 Tennessee and \$1,000 North Carolina bonds purchased .....	12,855 00
Sept. 21, 1857	By John Haverly, superintendent Indian affairs .....	10,000 00
Sept. 24, 1857	By Riggs & Co., special agents for the purchase of bonds .....	200,000 00
Oct. 16, 1857	do .....	14,220 09
Oct. 23, 1857	By R. S. Stevens, for services as commissioner to superintend sale of lands, May 9 to October 15, 1857, at \$3 per day, with mileage and expenses.	2,458 30
Jan. 26, 1858	By George Knapp & Co., for advertising sale of lands .....	19 50
Apr. 22, 1858	By R. S. Stevens, for services as commissioner, connected with the sale of lands, October 15, 1857, to April 19, 1858, at \$3 per day, with mileage and expenses.	2,064 50
May 19, 1858	By John C. McCoy, for services in locating reservation, &c .....	648 50
Sept. 28, 1858	By Peter Lammond, disbursing clerk, paid services of clerks .....	400 00
Dec. 11, 1858	do .....	160 86
Jan. 31, 1859	By R. S. Stevens, for services as special agent for the sale of lands .....	1,471 23
Oct. 4, 1860	By Peter Lammond, disbursing clerk, paid for services of clerks .....	500 00
Nov. 3, 1860	By W. J. Howard, special commissioner, due him on settlement .....	84 75
Nov. 5, 1860	By A. R. Boon, special commissioner, &c., for appraising reservation .....	68 57
Dec. 1, 1860	By Peter Lammond, disbursing clerk, paid for services of clerks .....	500 00
Jan. 28, 1861	do .....	500 00
Mar. 2, 1861	By R. S. Stevens, for services as special commissioner, &c., 186 days in 1859 and 1860, at \$3, and 38 days' detention, at \$2.50.	1,583 00
June 21, 1861	By Peter Lammond, disbursing clerk, paid for services of clerks .....	500 00
July 23, 1861	do .....	500 00
Dec. 23, 1861	By R. S. Stevens, agent for the State of Kansas, for Kansas bonds purchased ..	39,950 00
Jan. 18, 1862	By Peter Lammond, disbursing clerk, paid for services of clerks .....	600 00
Apr. 25, 1862	do .....	575 00
June 19, 1862	By Hamden Moore, administrator of Eli Moore, amount allowed by decision of the Secretary of the Interior, dated June 6, 1862, being one per cent. on sales of Wea, &c., lands, (maximum fixed by law.)	2,500 00
Oct. 30, 1862	By Peter Lammond, disbursing clerk, paid for services of clerks .....	75 00
July 24, 1863	By Gustavus A. Colton, United States Indian agent .....	20,000 00
Nov. 10, 1863	do .....	5,000 00
Apr. 21, 1864	By Peter Lammond, disbursing clerk, advanced to Baptiste Peoria and Frank Pally, delegates.	343 28
Nov. 5, 1864	By J. P. Usher, Secretary of the Interior, and trustee, for investment .....	423 34
Dec. 6, 1864	do .....	9 16
Mar. 14, 1865	By G. A. Colton, Indian agent .....	84 74
Mar. 2, 1867	By Thomas Murphy, superintendent Indian affairs .....	200 00
Apr. 6, 1867	do .....	7,543 30
Feb. 4, 1868	By O. H. Browning, Secretary of the Interior, and trustee, for investment, (national reserve.)	18,823 00
July 22, 1869	By Jacob R. Cox, Secretary of the Interior, and trustee, for investment, (national reserve.)	3,578 86
Mar. 4, 1871	By C. Delano, Secretary of the Interior and trustee, for investment .....	42 22
Oct. 21, 1872	do .....	83 71
Oct. 4, 1873	do .....	24 84
		<hr/> 396,315 68

## RECAPITULATION—Continued.

Difference accounted for as follows, viz :	
Amount in the hands of late Receiver Brindle, unaccounted for .....	\$8,170 45
Amount appropriated by Congress to cover said deficiency .....	\$6,818 30
Amount refunded by said Brindle September 3, 1861, as above .....	142 27
	<hr/> 6,960 57
Amount trust-lands sold fourth quarter, 1870, General Land-Office report, (no returns from treasurer) .....	\$1,209 88
Amount trust-lands sold second quarter, 1871, General Land-Office report .....	64 06
Amount received on account same, per warrant No. 546 .....	\$115 39
	<hr/> 15 39
	<hr/> 100 00
Difference, as above .....	<hr/> \$1,373 94

## Disposition of funds received by Indian Office.

Amount invested in United States and State stocks .....	336,511 15
Expenses of appraisal and sale of trust-lands .....	10,898 37
Expenses of delegates, (Indian) .....	343 28
Amount paid for services of clerks .....	4,284 76
Amount expended by superintendents and agents for the tribe .....	42,827 68
Total .....	<hr/> 394,805 24

## INDIAN TRIBES IN KANSAS.

No. 3.—*Kaskaskia, Peoria, Wca, and Piankeshaw stock-account.*

Dr.

Date.	Purchases, transfers, &c.	Cost.	General fund.	School fund.	Date.	Sales, transfers, &c.	General fund.	School fund.
Aug 31, 1857	To Tennessee State stocks purchased from proceeds of lands.	\$38,700 00	\$45,000 00	.....	Jan. 29, 1858	By Illinois State stocks sold ...	\$25,000 00	.....
Sept. 1, 1857	To North Carolina State stocks purchased from proceeds of lands.	9,225 00	10,000 00	.....		By New York State stocks sold	12,500 00	.....
Sept. 4, 1857	do.....	12,855 00	14,000 00	.....	July 24, 1863	By Pennsylvania State stocks sold.....	25,000 00	.....
Oct. 4, 1857	To Tennessee State stocks purchased from proceeds of lands.		37,000 00	.....	Dec. 6, 1864	By Kansas State stocks sold, \$15,457.50	18,000 00	.....
	To Florida State stocks purchased from proceeds of lands.		25,000 00	.....	March 1, 1865	By Kansas State stocks sold, \$425 .....	500 00	.....
	To Illinois State stocks purchased from proceeds of lands.		25,000 00	.....	March 7, 1861	By Missouri State stocks abstracted from the custody of the Secretary of the Interior.	25,000 00	.....
	To Missouri State stocks purchased from proceeds of lands.		106,000 00	.....		By North Carolina State stocks abstracted from the custody of the Secretary of the Interior.	74,000 00	.....
	To North Carolina State stocks purchased from proceeds of lands.	212,675 37	12,500 00	.....		Original cost, \$169,686.75.		.....
	To New York State stocks purchased from proceeds of lands.		25,000 00	.....		By Tennessee State stocks abstracted from the custody of the Secretary of the Interior.	97,000 00	.....
Feb. 4, 1858	To Louisiana State stocks purchased from proceeds of lands.		15,000 00	.....		By United States stocks sold to pay citizens, per treaty February 23, 1867, avails \$39,992.75.	36,500 00	.....
	To Tennessee State stocks purchased from proceeds of New York and Illinois stocks.	36,588 88	38,000 00	.....	Sept. 20, 1870	By Kansas State stocks sold to pay citizens, per treaty February 23, 1867, avails \$4,275.	4,500 00	.....
	To South Carolina State stocks purchased from proceeds of New York and Illinois stocks.		3,000 00	.....	Jan. 1, 1871	By Florida State stocks transferred to school-funds.	20,700 00	.....
Dec. 20, 1861	To Kansas State stocks purchased from proceeds of lands.	39,950 00	47,000 00	.....		By Kansas State stocks transferred to school-funds.	24,000 00	.....
May 2, 1863	To United States stocks purchased from stocks redeemed, \$315.96, and interest \$24.14.	400 00	400 00	.....	May 21, 1873	By United States stocks sold, avails \$24.08, (re-invested.)	73 51	.....
Dec. 6, 1864	To United States stocks purchased from proceeds of bonds, \$15,882.50.	15,880 00	15,800 00	.....		By balance of stocks on hand, as follows:		.....
	To United States stocks purchased from proceeds of lands, \$7.50.	18,823 00	17,400 00	.....		Florida 7s .....	16,300 00	\$20,700
Feb. 7, 1868	To United States stocks purchased from proceeds of national reservations.	3,485 51	2,903 84	.....				
Aug. 1, 1869	To United States stocks purchased from proceeds of lands.			.....				
Jan. 1, 1871	To Florida State stocks transferred from general fund.			\$20,700				
	To Kansas State stocks transferred from general fund.			24,000				



June 30, 1871	To United States stocks purchased from proceeds of lands, \$48.92	110 30	99 17	Kansas 7a .....	94,000
March 1, 1873	To United States stocks purchased from proceeds of bonds, \$67.08	9,770 78	9,544 92	Louisiana 6a.....	15,000 00
Nov. 4, 1873	from amount arising under the 9th article of treaty of February 23, 1867.	83 71	76 45	North Carolina 6a.....	43,000 00
Sept. 24, 1873	To United States stocks purchased from proceeds of lands.	108 92	97 04	South Carolina 6a.....	3,000 00
	from proceeds of lands, \$24.64.			United States, loan of 1865, 6a.....	97 04
	To United States stocks purchased from proceeds of bonds, \$84.08.			United States, loan of 1867, 6a.....	3 85
				United States, funded loan of 1881, 5a .....	2,647 03
			442,821 43		442,821 43
			44,700		44,700

STATEMENT OF MONEYS PLACED TO THE CREDIT OF THE TRIBE PER ACT OF JULY 12, 1869.

July 12, 1869	To amount placed to the credit of the tribe on the books of the Treasury, in lieu of \$25,000 Missouri, \$74,000 North Carolina, and \$67,000 Tennessee stocks abstracted from the custody of the Secretary of the Interior, said amount being the original cost of the bonds named.	\$169,686 75	.....	July 1, 1869	By amount appropriated per act of April 10, 1869, for payment to Indians per capita.	\$25,000 00
					By amount appropriated per act of April 10, 1869, to establish them in their new homes.	30,000 00
				July 15, 1870	By amount appropriated per act of July 15, 1870, for payment to those who had elected to become citizens.	28,802 61
				May 18, 1872	By amount appropriated per act of May 18, 1872, to pay for lands purchased from Quapaws.	21,300 87
				May 29, 1872	By amount appropriated per act of May 29, 1872, to establish them in their new homes.	20,000 00
					By amount required to reimburse the United States States for lands purchased from the Senecas and sold to the Kaskaskias, &c., per second article treaty of February 23, 1867.	24,000 00
				1874	By balance in the Treasury, at 5 per cent. interest.	20,583 27
		169,686 75	.....			169,686 75

DR. No. 4.—Statement of the *Kaskaskia, Peoria, Wea, and Piankashaw* interest-account from December, 1857, to October 31, 1874. CR.

Date.	School fund.	General fund.	Date.	School fund.	General fund.
1857. Dec. 30	To accrued interest to October 15, 1857, on \$41,000, North Carolina 6a.	\$120 00	1859. Jan. 6	By A. M. Robinson, superintendent Indian affairs.	\$17,982 50
1858. Jan. 12	To accrued interest to January 1, 1858, \$37,000, Florida 7a.	640 30	1860. Mar. 28	do.	27,210 30
	To accrued interest to January 1, 1858, on \$39,000, Tennessee 6a.	1,320 00	Nov. 12	do.	9,630 00
15	To 6 months' interest, due January 1, 1858, on \$76,000, North Carolina 6a.	2,290 00	1861. June 3	By G. A. Colton, Indian agent	3,600 00
	To 6 months' interest, due January 1, 1858, on \$25,000, Missouri 6a.	750 00	Sept. 9	do.	8,465 00
Feb. 6	To 6 months' interest, due January 1, 1859, on \$25,000, Illinois 6a.	750 00	1862. Sept. 10	do.	2,383 75
	To 3 months' interest, due January 1, 1858, on \$12,500, New York 6a.	187 50	Sept. 11	do.	12,726 50
April 17	To 6 months' interest, due February 1, 1858, on \$25,000, Pennsylvania 5a.	625 00	Feb. 23	By Hon. I. P. Usher, Secretary of the Interior.	84 14
19	To 6 months' interest, due April 1, 1858, on \$41,000, North Carolina 6a.	1,230 00	May 4	By G. A. Colton, Indian agent	6,787 40
May 25	To 6 months' interest, due April 1, 1858, on \$10,000, Louisiana 6a.	300 00			
Aug. 3	To 6 months' interest, due May 1, 1858, on \$5,000, Louisiana 6a.	150 00			
	To 6 months' interest, due July 1, 1858, on \$37,000, Florida 7a.	1,295 00			
	To 6 months' interest, due July 1, 1858, on \$25,000, Missouri 6a.	750 00			
	To 6 months' interest, due July 1, 1858, on \$76,000, North Carolina 6a.	2,290 00			
	To 6 months' interest, due July 1, 1858, on \$3,000, South Carolina 6a.	90 00			
Oct. 23	To 6 months' interest, due July 1, 1858, on \$27,000, Tennessee 6a.	2,910 00			
Dec. 30	To 6 months' interest, due August 1, 1858, on \$25,000, Pennsylvania 5a.	625 00			
	To 6 months' interest, due October 1, 1858, on \$41,000, North Carolina 6a.	1,230 00			
	To 6 months' interest, due October 1, 1858, on \$10,000, Louisiana 6a.	300 00			
1859. Feb. 17	To 6 months' interest, due November 1, 1858, on \$5,000, Louisiana 6a.	150 00			
	To 6 months' interest, due January 1, 1859, on \$37,000, Florida 7a.	1,295 00			

April 7	To 6 months' interest, due January 1, 1859, on \$25,000, Mississippi 6s. due January 1, 1859, on \$25,000, North Carolina 6s.	750 00
	To 6 months' interest, due January 1, 1859, on \$2,000, South Carolina 6s.	2,980 00
	To 6 months' interest, due January 1, 1859, on \$7,000, Tennessee 6s.	90 00
	To 6 months' interest, due February 1, 1859, on \$25,000, Pennsylvania 5s.	2,910 00
	To 6 months' interest, due April 1, 1859, on \$41,000, North Carolina 6s.	685 00
June 16	To 6 months' interest, due April 1, 1859, on \$10,000, Louisiana 6s.	1,230 00
	To 6 months' interest, due May 1, 1859, on \$5,000, Louisiana 6s.	300 00
Aug. 30	To 6 months' interest, due July 1, 1859, on \$37,000, Florida 7s.	150 00
	To 6 months' interest, due July 1, 1859, on \$25,000, Missouri 6s.	1,295 00
	To 6 months' interest, due July 1, 1859, on \$76,000, North Carolina 6s.	750 00
	To 6 months' interest, due July 1, 1859, on \$3,000, South Carolina 6s.	2,980 00
	To 6 months' interest, due July 1, 1859, on \$97,000, Tennessee 6s.	90 00
	To 6 months' interest, due August 1, 1859, on \$25,000, Pennsylvania 5s.	2,910 00
Nov. 12	To 6 months' interest, due October 1, 1859, on \$41,000, North Carolina 6s.	625 00
	To 6 months' interest, due October 1, 1859, on \$10,000, Louisiana 6s.	1,230 00
	To 6 months' interest, due November 1, 1859, on \$5,000, Louisiana 6s.	300 00
1860.		150 00
Feb. 13	To 6 months' interest, due January 1, 1860, on \$37,000, Florida 7s.	1,295 00
	To 6 months' interest, due January 1, 1860, on \$25,000, Missouri 6s.	750 00
	To 6 months' interest, due January 1, 1860, on \$76,000, North Carolina 6s.	2,980 00
	To 6 months' interest, due January 1, 1860, on \$3,000, South Carolina 6s.	90 00
	To 6 months' interest, due January 1, 1860, on \$97,000, Tennessee 6s.	2,910 00
	To 6 months' interest, due February 1, 1860, on \$25,000, Pennsylvania 5s.	625 00
May 2	To 6 months' interest, due April 1, 1860, on \$41,000, North Carolina 6s.	1,230 00
	To 6 months' interest, due April 1, 1860, on \$10,000, Louisiana 6s.	300 00

Dr. No. 4.—*Statement of the Kaskaskia, Peoria, Wya, and Piankeshaw interest-account from December, 1857, to October 31, 1874—Continued.* Cr.

Date.		School fund.	General fund.	Date.	School fund.	General fund.
1860. Aug. 7	To 6 months' interest, due May 1, 1860, on \$5,000, Louisiana 6s. To 6 months' interest, due July 1, 1860, on \$37,000, Florida 7s. To 6 months' interest, due July 1, 1860, on \$25,000, Missouri 6s. To 6 months' interest, due July 1, 1860, on \$76,000, North Carolina 6s. To 6 months' interest, due July 1, 1860, on \$3,000, South Carolina 6s. To 6 months' interest, due July 1, 1860, on \$97,000, Tennessee 6s. To 6 months' interest, due August 1, 1860, on \$25,000, Pennsylvania 5s.	..... ..... ..... ..... ..... ..... .....	\$150 00 1,295 00 750 00 2,280 00 90 00 2,910 00 625 00			
1861. Feb. 20	To 6 months' interest, due October 1, 1860, on \$41,000, North Carolina 6s. To 6 months' interest, due October 1, 1860, on \$10,000, Louisiana 6s. To 6 months' interest, due November 1, 1860, on \$5,000, Louisiana 6s. To 6 months' interest, due January 1, 1861, on \$37,000, Florida 7s. To 6 months' interest, due February 1, 1861, on \$25,000, Pennsylvania 5s. To 6 months' interest, due January 1, 1861, on \$74,000, North Carolina 6s. To 6 months' interest, due January 1, 1861, on \$25,000, Missouri 6s. To 6 months' interest, due January 1, 1861, on \$97,000, Tennessee 6s. To 6 months' interest, due July 1, 1861, on \$37,000, Florida 7s. To 6 months' interest, due August 1, 1861, on \$25,000, Pennsylvania 5s.	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	1,220 00 300 00 150 00 1,295 00 625 00 2,220 00 750 00 2,910 00 1,295 00 625 00			
July 29	To 6 months' interest, due February 1, 1862, on \$25,000, Pennsylvania 5s, (\$15.62 premium on coin interest.) To 6 months' interest, due January 1, 1861, on \$2,000, North Carolina 6s. To 6 months' interest, due July 1, 1862, on \$47,000, Kansas 7s.	..... ..... .....	640 63 60 00 1,645 00			
Oct. 21 1862. April 10						
Aug. 19						

Sept. 11	To 6 months' interest due August 1, 1862, on \$25,000, Pennsylvania 5s, (\$35.37 premium on coin interest.)	703 13	1863, Nov. 10	By G. A. Colton, Indian agent	\$3,681 00
Jan. 37	To 18 months' interest, due July 1, 1862, on \$109,066.75, at 5 per ct., per act of July 12, 1862.	19,796 50	1864, May 3	do	10,000 00
Feb. 20	To 6 months' interest, due January 1, 1863, on \$47,000, Kansas 7s.	1,645 00	Aug. 30	By W. M. Albin, superintendent Indian affairs	5,887 17
Mar. 19	To 6 months' interest, due January 1, 1863, on \$169,066.75 at 5 per ct., per act of July 12, 1862.	4,243 17	1865, Mar. 13	By G. A. Colton, Indian agent	4,949 17
	To 6 months' interest, due February 1, 1862, on \$25,000, Pennsylvania 5s, (\$35.37 premium on coin interest.)	984 37	Mar. 14	do	1,183 40
			June 9	do	27,349 83
Aug. 19	To 2 months' interest, due May 1, 1863, on \$400, United States 6s, (\$1.29 premium.)	1 60	1866, Sept. 1	do	13,767 42
Sept. 10	To 6 months' interest, due January 1, 1862, on \$47,000, Florida 7s.	1,645 00	1867, Mar. 1	By R. G. & Fry, transportation of goods	519 18
Nov. 14	To 6 months' interest, due July 1, 1863, on \$69,686.75, at 5 per ct., per act of July 12, 1862.	4,242 17	April 6	By Thomas Murphy, superintendent Indian affairs	14,462 63
Dec. 31	To 6 months' interest, due November 1, 1863, on \$400, United States 6s, (\$3.43 premium.)	17 43	July 19	By R. Brackenridge, services as special commissioner	1,666 66
Jan. 13	To 6 months' interest, due January 1, 1864, on \$16,186.75, at 5 per ct., per act of July 12, 1862.	4,242 17	July 23	By Wilson Shannon, services as special commissioner	1,000 00
Mar. 1	To 6 months' interest, due January 1, 1864, on \$47,000, Kansas 7s.	1,645 00	Oct. 18	By Thomas Murphy, superintendent Indian affairs	8,549 11
June 10	To 6 months' interest, due May 1, 1864, on \$400, United States 6s, (\$8.02 premium.)	20 02	1868, April 11	do	182 50
Aug. 30	To 6 months' interest, due July 1, 1864, on \$47,000, Kansas 7s.	1,645 00	May 13	By Baptiste Peoria, services attending to the business of the tribe.	2,000 00
Sept. 30	To 6 mos. interest, due July 1, 1864, on \$169,686.75, at 5 per cent., per act of July 12, 1862.	4,242 17	Sept. 20	By Thomas Murphy, superintendent Indian affairs	16,903 31
1865, Jan. 28	To 6 months' interest, due November 1, 1864, on \$400, United States 6s, (\$14.61 premium.)	26 61	1869, July 19	By Enoch Hoag, superintendent Indian affairs	14,528 95
April 5	To 6 months' interest, due January 1, 1865, on \$19,686.75, at 5 per ct., per act of July 12, 1862.	4,242 17	1870, April 9	By J. R. Goodwin, disbursing clerk, advanced to do duty	500 00
April 6	To 4 months' interest, due July 1, 1865, on \$400, Florida 7s.	3,920 00		Baptiste Peoria et al., to defray expenses of do.	
	To \$100, Florida 7s.	4,410 00	April 19	By Enoch Hoag, superintendent Indian affairs	8,453 04
	To 7 months' interest, due July 1, 1865, on \$10,000, Louisiana 6s.	2,850 00	Aug. 1	By J. R. Goodwin, disbursing clerk, advanced to do duty	150 00
	To 56 months' interest, due July 1, 1865, on \$5,000, Louisiana 6s.	1,400 00		Baptiste Peoria et al., to defray expenses of delegation.	
	To 57 months' interest, due July 1, 1865, on \$41,000, North Carolina 6s.	11,685 00			

Dr. No. 4.—Statement of the Kaskaskia, Peoria, Wca, and Piankeshaw interest-account from December, 1857, to October 31, 1874—Continued. CR.

Date.		School fund.	General fund.	Date.	General fund.	School fund.	General fund.
1865.							
April 5	To 56 months' interest, due July 1, 1865, on \$2,000, North Carolina 6s. ....	.....	\$540 00				
	To 60 months' interest, due July 1, 1865, on \$1,000, North Carolina 6s. ....	.....	900 00				
21	To 6 months' interest, due February 15, 1865, on \$6,500, United States 7-30s. ....	.....	248 20				
May 13	To 6 months' interest, due January 1, 1865, on \$29,000, Kansas 7s. ....	.....	1,015 00				
	To 6 months' interest, due May 1, 1865, on \$9,400, United States 6s. (\$9.05 premium.) ....	.....	381 63				
July 25	To 6 months' interest, due July 1, 1865, on \$469,686.75, at 5 per ct., per act of July 12, 1862. ....	.....	4,249 17				
Aug. 7	To 6 months' interest, due July 1, 1865, on \$85,500, Kansas 7s. ....	.....	997 50				
1866.							
Jan. 31	To 6 months' interest, due August 15, 1865, on \$6,500, United States 7-30s. ....	.....	248 20				
	To 6 months' interest, due November 1, 1865, on \$9,400, United States 6s. (\$10.70 premium.) ....	.....	392 70				
	To 6 months' interest, due January 1, 1866, on \$29,000, Kansas 7s. ....	.....	997 50				
Feb. 24	To 6 months' interest, due February 15, 1866, on \$6,500, United States 7-30s. ....	.....	248 20				
July 11	To 6 months' interest, due May 1, 1866, on \$9,400, United States 6s. (\$10.25 premium.) ....	.....	391 25				
Aug. 8	To 6 months' interest, due July 1, 1866, on \$29,000, Kansas 7s. ....	.....	6,250 00				
Sept. 14	To 6 months' interest, due July 1, 1866, on \$29,000, Kansas 7s. ....	.....	997 50				
Sept. 28	To 6 months' interest, due August 15, 1866, on \$6,500, United States 7-30s. ....	.....	248 20				
1867.							
Jan. 10	To 18 months' interest, due January 1, 1867, on \$169,686.75, at 5 per ct., per act of July 12, 1862. ....	.....	12,726 51				
Jan. 15	To 6 months' interest, due January 1, 1867, on \$29,000, Kansas 7s. ....	.....	997 50				
Jan. 22	To 6 months' interest, due November 1, 1866, on \$9,400, United States 6s. (\$4 premium.) ....	.....	16 00				
April 16	To 6 months' interest, due November 1, 1866, on \$9,400, United States 6s. ....	.....	270 00				
May 9	To 19 months' interest, due July 1, 1867, on \$29,000, Kansas 7s. ....	.....	6,250 00				
June 10	To 6 months' interest, due May 1, 1867, on \$400, United States 6s. (\$4.44 premium.) ....	.....	16 44				

Sept. 10	To 6 months' interest, due July 1, 1867, on \$161,646.75, at 5 per ct., per act of July 12, 1862, on \$6,800, United States 6a.	.....	4,942 17
Sept. 26	To interest from August 15, 1866, to July 1, 1867, on \$6,800, United States 6a.	.....	433 16
Nov. 16	To 6 months' interest, due November 1, 1867, on \$400, United States 6a, (\$4.64 premium.)	.....	16 64
	To 6 months' interest, due July 1, 1867, on \$28,500, Kansas 7a.	.....	997 50
1868.			
Feb. 24	To 6 months' interest, due January 1, 1868, on \$28,500, Kansas 7a.	.....	997 50
May 2	To 6 months' interest, due January 1, 1869, on \$169,686.75, at 5 per ct., per act of July 12, 1862.	.....	4,242 17
July 2	To 6 months' interest, due July 1, 1868, on \$169,686.75, at 5 per ct., per act of July 12, 1862.	.....	4,242 17
July 27	To 12 months' interest, due July 1, 1868, on \$28,000, non-paying stocks.	.....	6,250 00
Aug. 26	To 6 months' interest, due May 1, 1868, on \$400, United States 6a, (\$4.85 premium.)	.....	16 85
	To 6 months' interest, due July 1, 1868, on \$24,200, United States 6a, (\$375.48 premium.)	.....	1,305 48
	To 6 months' interest, due July 1, 1868, on \$28,500, Kansas 7a.	.....	997 50
1869.			
Mar. 19	To 24 months' interest, due November 1, 1868, on \$9,000, United States 6a, (\$299.40 premium.)	.....	1,409 40
	To 6 months' interest, due November 1, 1868, on \$400, United States 6a, (\$4.26 premium.)	.....	16 26
	To 3 months' interest, due November 1, 1868, on \$41,000, North Carolina 6a.	.....	615 00
	To 6 months' interest, due January 1, 1869, on \$28,500, Kansas 7a.	.....	997 50
May 3	To 6 months' interest, due January 1, 1869, on \$24,200, United States 6a, (\$255.36 premium.)	.....	981 36
	To 6 months' interest, due January 1, 1869, on \$169,686.75, at 5 per ct., per act of July 12, 1862.	.....	4,242 17
July 1	To 12 months' interest, due July 1, 1869, on \$28,000, non-paying stocks.	.....	6,250 00
July 12	To 6 months' interest, due May 1, 1869, on \$400, United States 6a, (\$5.26 premium.)	.....	17 26
Sept. 11	To 6 months' interest, due July 1, 1869, on \$21,200, United States 6a, (\$21.76 premium.)	.....	957 76
	To 6 months' interest, due July 1, 1869, on \$28,500, Kansas 7a.	.....	997 50
Sept. 21	To 6 months' interest, due July 1, 1869, on \$169,686.75, at 5 per ct., per act of July 12, 1862.	.....	4,242 17
Dec. 6	To 6 months' interest, due November 1, 1869, on \$400, United States 6a, (\$3.16 premium.)	.....	15 16
1870.			
Mar. 10	To 12 months' interest, due November 1, 1869, on \$9,000, United States 6a, (\$106.56 premium.)	.....	646 66

Dr. No. 4.—Statement of the Kaskashia, Peoria, Wea, and Piankeshaw interest-account from December, 1857, to October 31, 1874—Continued. Cr.

Date.		School fund.	General fund.	Date.		School fund.	General fund.
1870. Mar. 10	To 6 months' interest, due January 1, 1870, on \$37,103.85, United States 6s, (\$174.72 premium.)	.....	\$987 84	1871. Jan. 10	By Enoch Hoag, superintendent Indian affairs.....	.....	\$11,000 00
	To 6 months' interest, due January 1, 1870, on \$3,000, South Carolina 6s, (\$18.45 premium.)	.....	108 45	Aug. 16	do.....	\$840 00	13,762 52
	To 6 months' interest, due January 1, 1870, on \$28,500, Kansas 7s.	.....	997 50	Sept. 2	By Ezra W. Robinson, surveying.....	.....	350 00
April 27	To 6 months' interest, due January 1, 1870, on \$114,686.75, at 5 per cent, per act of July 12, 1862.	.....	2,867 17	1872. Aug. 23	By amount reimbursed the United States for interest appropriated.....	.....	200 00
May 12	To 6 months' interest, due May 1, 1870, on \$9,400, United States 6s, (\$36.37 premium.)	.....	318 37	Nov. 29	By Enoch Hoag, superintendent Indian affairs.....	1,564 50	6,976 35
Aug. 10	To 12 months' interest, due July 1, 1870, on \$95,040, non-paying stocks.	.....	6,070 00	1873. Mar. 18	By Reptile Peoria.....	.....	150 00
	To 6 months' interest, due July 1, 1870, on \$27,103.85, United States 6s, (\$31.51 premium.)	.....	906 63	June 26	By Enoch Hoag, superintendent Indian affairs.....	2,404 50	3,460 04
	To 6 months' interest, due July 1, 1870, on \$3,000, South Carolina 6s, (\$10.35 premium.)	.....	100 35	Oct. 9	do.....	2,289 00	4,569 40
	To 6 months' interest, due July 1, 1870, on \$35,500, Kansas 7s.	.....	997 50	1874. Mar. 3	By expenses of delegation.....	.....	620 00
Sept. 26	To 6 months' interest, due April 1, 1870, on \$10,000, Louisiana 6s.	.....	300 00	Mar. 10	By Enoch Hoag, superintendent Indian affairs.....	840 00	1,020 63
	To 6 months' interest, due May 1, 1870, on \$5,000, Louisiana 6s.	.....	150 00	Oct. 17	By R. H. Royce, copying plats and field-notes of reservation for use of the tribal authorities.....	.....	30 00
1871. April 21	To 6 months' interest, due January 1, 1871, on \$185, United States 6s, (1 cent premium.)	.....	13	Oct. 19	By Enoch Hoag, superintendent Indian affairs.....	2,289 00	4,976 86
	To 6 months' interest, due January 1, 1871, on \$3,000, South Carolina 6s, (\$9 premium.)	.....	99 00				
	To 6 months' interest, due January 1, 1871, on \$21,000, Kansas 7s.	.....	840 00				
May 1	To 12 months' interest, due July 1, 1871, on \$95,000, non-paying stocks.	.....	6,070 00				
June 6	To 18 months' interest, due July 1, 1871, on \$55,894.14, at 5 per cent, per act of July 12, 1862.	.....	6,441 31				
	To 6 months' interest, due July 13, 1870, on \$24,802.61, at 5 per cent, per act of July 12, 1862.	.....	778 76				
July 19	To 6 months' interest, due July 1, 1871, on \$3,855, United States 6s, (1 cent premium.)	.....	13				
July 27	To 6 months' interest, due July 1, 1871, on \$3,000, South Carolina 6s, (\$12.01 premium.)	.....	102 03				
	To 6 months' interest, due July 1, 1871, on \$24,000, Kansas 7s.	\$840 00	.....				
Aug. 29	To 3 months' interest, due August 1, 1871, on \$99.17, United States 5s, (15 cents premium.)	.....	1 39				



1870.	To 3 months' interest, due November 1, 1871, on \$96.17, United States 5s. (14 cents premium.)	.....	1 38
Feb. 9	To 6 months' interest, due January 1, 1872, on \$3.85, United States 6s. (1 cent premium.)	.....	13
	To 6 months' interest, due January 1, 1872, on \$24,000, Kansas 7s.	840 00	.....
H April 13	To 6 months' interest, due January 1, 1872, on \$85,884.14, at 5 per cent., per act of July 12, 1862.	.....	2, 147 10
Ex April 26	To 3 months' interest, due February 1, 1872, on \$99.17, United States 5s. (12 cents premium.)	.....	1 36
June 3	To 6 months' interest, due April 1, 1872, on \$10,000, Louisiana 6s.	.....	300 00
	To 12 months' interest, due May 1, 1872, on \$5,000, Louisiana 6s.	.....	150 00
June 4	To 3 months' interest, due May 1, 1872, on \$2,694.06, United States 5s. (\$4.21 premium.)	.....	37 96
June 30	To 12 months' interest, due July 1, 1872, on \$20,300, non-paying stocks.	.....	3, 721 00
	To 12 months' interest, due July 1, 1872, on \$24,700, non-paying stocks.	1, 449 00	.....
Sept. 10	To 6 months' interest, due July 1, 1872, on \$3.85, United States 6s. (1 cent premium.)	.....	13
	To 6 months' interest, due July 1, 1872, on \$24,000, Kansas 7s.	840 00	.....
Dec. 12	To 3 months' interest, due August 1, 1872, on \$2,694.06, United States 5s. (\$4.75 premium.)	.....	37 84
	To 3 months' interest, due November 1, 1872, on \$2,694.06, United States 5s. (\$4.11 premium.)	.....	37 16
	To 6 months' interest, due November 1, 1872, on \$25,000, Louisiana 6s.	.....	150 00
	To 6 months' interest, due October 1, 1872, on \$10,000, Louisiana 6s.	.....	300 00
1872.			
Jan. 24	To 6 months' interest, due January 1, 1873, on \$24,000, Kansas 7s.	840 00	.....
	To 6 months' interest, due January 1, 1873, on \$3.85, United States 6s. (1 cent premium.)	.....	13
March 8	To 3 months' interest, due February 1, 1873, on \$2,720.34, United States 5s. (\$4.39 premium.)	.....	38 40
May 24	To interest from January 1, 1872, to May 18, 1872, on \$85,884.14, at 5 per cent., per act of July 12, 1862.	.....	1, 635 32
	To interest from May 19, 1872, to May 29, 1872, on \$64,563.27, at 5 per cent., per act of July 12, 1862.	.....	99 23
	To interest from May 30, 1872, to January 1, 1873, on \$41,563.27, at 5 per cent., per act of July 12, 1872.	.....	1, 310 01

Dr. No. 4.—*Statement of the Kaskaskia, Peoria, Wea, and Piankeshaw interest-account, from December, 1857, to October 31, 1874—Continued.* Cr.

Date.		School fund.	General fund.	Date.	School fund.	General fund.
1873.						
June 13	To 3 months' interest, due May 1, 1873, on \$2,720.54, United States 5s, (\$5.78 premium.)	.....	\$39 79			
Aug 15	To 12 months' interest, due July 1, 1873, on \$62,300, non-paying stocks.	.....	3,901 00			
	To 12 months' interest, due July 1, 1872, on \$3,000, non-paying stocks.	.....	180 00			
	To 12 months' interest, due July 1, 1873, on \$20,700, non-paying stocks.	\$1,449 00	.....			
Sept. 2	To 6 months' interest, due July 1, 1873, on \$3.85, United States 6s, (2 cents premium.)	.....	14			
Sept 13	To 6 months' interest, due April 1, 1873, on \$10,000, Louisiana 6s.	.....	300 00			
	To 6 months' interest, due May 1, 1873, on \$5,000, Louisiana 6s.	.....	150 00			
	To 3 months' interest, due August 1, 1873, on \$2,647.03, United States 5s, (\$2.17 premium.)	.....	38 26			
	To 6 months' interest, due July 1, 1873, on \$24,000, Kansas 7s.	840 00	.....			
Oct. 31	To 6 months' interest, due July 1, 1873, on \$4,383.27, at 5 per cent., per act of July 12, 1862.	.....	1,114 58			
Dec. 15	To 6 months' interest, due October 1, 1873, on \$10,000, Louisiana 6s.	.....	300 00			
	To 6 months' interest, due November 1, 1873, on \$5,000, Louisiana 6s.	.....	150 00			
	To 3 months' interest, due November 1, 1873, on \$2,647.03, United States 5s, (\$2.71 premium.)	.....	35 80			
1874.						
March 3	To 6 months' interest, due January 1, 1874, on \$100.89, United States 6s, (35 cents premium.)	.....	3 38			
	To 3 months' interest, due February 1, 1874, on \$2,647.03, United States 5s, (\$3.78 premium.)	.....	36 87			
	To 6 months' interest, due January 1, 1874, on \$24,000, Kansas 7s.	840 00	.....			
May 18	To 6 months' interest, due January 1, 1874, on \$20,583.27, at 5 per cent., per act of July 12, 1862.	.....	514 58			
June 12	To 3 months' interest, due May 1, 1874, on \$2,647.03, United States 5s, (\$4.22 premium.)	.....	37 31			
Aug. 15	To 12 months' interest, due July 1, 1874, on \$23,300, non-paying stocks.	.....	3,901 00			
	To 12 months' interest, due July 1, 1874, on \$20,700, non-paying stocks.	1,449 00	.....			

91	To 6 months' interest, due July 1, 1874, on \$24,000, United States 6s, (\$1.00 premium.)	.....	511 54		
92	To 6 months' interest, due July 1, 1874, on \$100,000, United States 6s, (\$1.00 premium.)	.....	3 34		
	To 6 months' interest, due July 1, 1874, on \$24,000, Kansas 7s.	.....	840 00		
	To 3 months' interest, due August 1, 1874, on \$24,647.03, United States 5s, (\$1.96 premium.)	.....	36 05		
		.....	10,227 00	10,227 00	270,001 76

No. 5.—*The United States in account-current with the Account "fulfilling treaty with Kaaskaskias, Peorias"*

DR.

Date of appropriation.	For what time appropriated.	TOTAL	Installments in money, per 6th article, treaty, May 30, 1854.	Expenses of surveying, per 3d and 4th article, treaty, May 30, 1854.	Blacksmith, assistant &c., per 6th article, treaty, May 30, 1854.	Smith-shop and purchase of tools, per 6th article, treaty, May 30, 1854.	Claims, per 2d article, treaty, May 3, 1854.	Temporary subsistence and clothing.
Aug. 5, 1854	To amount appropriated for year ending June 30, 1855.	\$19,360 00	\$13,000 00	\$5,300 00	\$940 00	\$120 00	.....	.....
Mar. 3, 1855	To amount appropriated for year ending June 30, 1856.	13,940 00	13,000 00	.....	940 00	.....	.....	.....
Aug. 18, 1856	To amount appropriated for year ending June 30, 1857.	13,940 00	13,000 00	.....	940 00	.....	.....	.....
Mar. 3, 1857	To amount appropriated for year ending June 30, 1858.	9,940 00	9,000 00	.....	940 00	.....	.....	.....
May 5, 1858	To amount appropriated for year ending June 30, 1859.	9,940 00	9,000 00	.....	940 00	.....	.....	.....
Feb. 28, 1859	To amount appropriated for year ending June 30, 1860.	9,000 00	9,000 00	.....	.....	.....	.....	.....
Feb. 10, 1859	To amount refunded, (see Treasury warrant of this date.)	32 87	.....	32 87	.....	.....	.....	.....
June 25, 1864	To amount appropriated . . .	8,164 51	.....	.....	.....	.....	\$3,164 51	\$5,000 00
		84,317 38	66,000 00	5,332 87	4,700 00	120 00	3,164 51	5,000 00

*Kaskaskia, Peoria, Wea, and Piankeshaw Indians.  
Weas, and Piankeshaws," treaty of May 30, 1854.*

CR.

Date of remittance.	To whom remitted.	Installments in money, per 6th article, treaty, May 30, 1854.	Expenses of surveying, per 3d and 4th article, treaty, May 30, 1854.	Blacksmith, assistant, &c., per 6th article, treaty, May 30, 1854.	Smith-shop and purchase of tools, per 6th article, treaty, May 30, 1854.	Claims, per 2d article, treaty, May 30, 1854.	Temporary subsistence and clothing.	TOTAL.
Sept. 7, 1854	By Alfred Cumming, superintendent, &c.	\$9,000 00	.....	\$470 00	\$120 00	.....	.....	\$9,500 00
Apr. 5, 1855	do	.....	.....	470 00	.....	.....	.....	470 00
Aug. 9, 1855	do	9,000 00	.....	470 00	.....	.....	.....	9,470 00
Jan. 10, 1855	By transfer-warrant, No. 12.	.....	\$4,000 00	.....	.....	.....	.....	4,000 00
Feb. 9, 1856	By Rev. David Lykens, superintendent, &c., for tuition, &c.	2,469 50	.....	.....	.....	.....	.....	2,469 50
Feb. 13, 1856	By Joseph Walker, secretary, &c., for tuition, &c.	485 31	.....	.....	.....	.....	.....	485 31
Mar. 8, 1856	By Alfred Cumming, superintendent, &c.	.....	.....	470 00	.....	.....	.....	470 00
June 11, 1856	By Joseph Walker, secretary, &c., for tuition, &c.	537 50	.....	.....	.....	.....	.....	537 50
July 26, 1856	do	337 50	.....	.....	.....	.....	.....	337 50
Sept. 22, 1856	By Alfred Cumming, superintendent, &c.	9,000 00	.....	470 00	.....	.....	.....	9,470 00
Mar. 30, 1857	do	.....	.....	470 00	.....	.....	.....	470 00
Sept. 3, 1857	By John Havery, superintendent, &c.	.....	.....	470 00	.....	.....	.....	470 00
Sept. 17, 1857	do	7,000 00	.....	.....	.....	.....	.....	7,000 00
Oct. 29, 1857	By Rev. Russell Holman, for tuition, &c.	695 31	.....	.....	.....	.....	.....	695 31
Mar. 4, 1858	By John Havery, superintendent, &c.	6,000 00	.....	.....	.....	.....	.....	6,000 00
May 1, 1858	By A. M. Robinson, superintendent, &c.	.....	.....	470 00	.....	.....	.....	470 00
Sept. 8, 1858	do	7,000 00	.....	470 00	.....	.....	.....	7,470 00
Oct. 22, 1858	By Maxwell McCaslin, late Indian agent.	.....	.....	12 42	.....	.....	.....	12 42
May 16, 1859	By A. M. Robinson, superintendent, &c.	.....	.....	457 58	.....	.....	.....	457 58
June 1, 1859	By A. Witsleben, for services as draughtsman.	.....	69 23	.....	.....	.....	.....	69 23
June 30, 1859	do	.....	98 90	.....	.....	.....	.....	98 90
July 30, 1859	do	.....	101 09	.....	.....	.....	.....	101 09
Aug. 20, 1859	By A. M. Robinson, superintendent, &c.	7,000 00	.....	.....	.....	.....	.....	7,000 00
Mar. 23, 1860	do	7,474 88	.....	.....	.....	.....	.....	7,474 88
Oct. 25, 1861	By Peter Lammond, disbursing clerk, expenses of survey.	.....	500 00	.....	.....	.....	.....	500 00
Aug. 30, 1864	By W. M. Albin, superintendent, &c.	.....	.....	.....	.....	\$3,164 51	\$5,000 00	8,164 51
Dec. 30, 1867	By Joseph F. Gedney, for printing maps, &c.	.....	300 00	.....	.....	.....	.....	300 00
June 30, 1868	By surplus-fund warrant, No. 314.	.....	263 65	.....	.....	.....	.....	263 65
		66,000 00	5,338 87	4,700 00	120 00	3,164 51	5,000 00	84,317 38

*Washington, D. C., January 31, 1874.*

SIR: In compliance with your verbal request, this day made, the undersigned, chiefs and head-men of the confederated bands of Peorias, Piankeshaws, Weas, and Kaskaskias, duly authorized and empowered by their people to adjust, as far as possible, all the accounts and differences existing between the Government and themselves, respectfully submit the following statement:

In 1854, the confederated bands above named entered into a treaty with the Government of the United States (Statutes at Large, vol. 10, p. ), by which they agreed to cede to the Government a portion of their lands in the now State of Kansas, to be sold for their benefit upon the terms and conditions in said treaty set forth: that is to say, the Government to have such lands surveyed, appraised, advertised, and sold, under the laws of the United States regulating like proceedings in the disposition of the lands of the United States; the reasonable costs of such proceedings to be defrayed out of the moneys arising from the sale of the lands.

Under this agreement the lands were offered at public sale, commencing the 25th June, 1857. The average appraisement was about \$1.72 per acre. In their sale the laws of the United States were not complied with. Instead of being offered to the highest bidder, nearly the whole of them were struck off at their appraised value, by the agent, to persons fraudulently claiming that, contrary to law, they had gone upon them and made valuable improvements. The agent justified his disregard of law by pleading an overpowering combination among the pretended settlers to take the lands at their appraisement, which appraisements the Indians held to have been below their then real value. Parties were present with money ready to bid upon a majority of the tracts above their appraisement. But these bids the agent declined to receive. To these parties the bogus settlers immediately sold their lands, at large advances, in the presence of the agent and the Indians, and in defiance of law and justice. By these proceedings the Indians were robbed, in the sale of over 200,000 acres of land, of not less than \$100,000. These facts were immediately represented to the Department by the Indians, but, as yet, we have had no redress or indemnity for the violation of the trust or the injury done us.

The amount of land offered in 1857 was 208,645. The amount of money reported as arising from the sale was \$347,852.74. In addition it was found on subsequent surveys that about eight sections of land adjoining the Ottawas, intended to be covered by the treaty of 1854, but which was not embraced in its provisions, rightfully belonged to the confederated bands. In 1860 a treaty to cede this strip of eight sections to the Government, was agreed to between a special commissioner (R. S. Stevens) and the chiefs and head-men of the bands, for the negotiation of which treaty the Indians paid out of their annuities to the said Stevens the sum of \$1,000, he representing that he could get no compensation from the Government for his services. The treaty failed of ratification by the Senate. The land, however, has been sold by the Land-Office, but as yet, as we believe, no part of the proceeds of such sale have been carried to our credit in the Indian Office. At the time of the sale a number of tracts of our land were overlooked, which have since been sold, and a number of sales were suspended which were subsequently ratified. In both these classes of cases, as we believe, our account has not received credit for the proceeds of the sale.

For these reasons and others, we desire, for the benefit of our people, a detailed statement of the sales of our lands and the amount realized in money, including as well the eight sections above referred to as those unquestionably covered by the treaty of 1854.

By the treaty of 1854, the moneys arising from the sale of our lands were to be, and were, invested in bonds; and the interest derived therefrom was to be paid to our people annually. Up to this time we have had no statement of this bond and interest account, which we desire.

By the treaty of 1867 (Stat. at L., 15, 513) it is agreed that the Secretary of the Interior shall have made out a careful statement of our accounts from the books of the Department, which, by the amendment to the treaty, is to be transmitted to Congress. Our people asked to have this provision in the treaty, for the reason that, prior to that time, they had been unsuccessful in efforts to secure a full and accurate, or, indeed, any statement of their accounts.

Under this provision of the last-named treaty, we have been furnished with what our people regard as only a partial statement of the proceeds of the sales of our lands and disbursements of moneys made by the Department.

While, as before intimated, we are not satisfied that this statement embraces the whole amount derived from the sales of our lands, we are more than surprised at some of the disbursements of the moneys, and respectfully submit that they are not warranted by the terms of the treaty, by the laws of the country, or by justice and fair dealing; and that they should be reimbursed or returned to our funds, either by the Department or by Congress.

To illustrate: The records of the Indian Office show that the special agent to conduct the sale of our lands received his appointment May 15, 1857; that the sales under him were concluded July 15, of the same year, and that on the 13th of October he submitted his final report, at which time, of course, his agency ceased. The time covered by these dates is about five months, or 150 days; the compensation usual for such services at that time was about \$5 per day, which would make, say, about \$750. Allowing the same per diem for expenses, the whole amount should not have exceeded \$1,500. These are the only services, as we are advised and believe, rendered by R. S. Stevens under the treaty of 1854.

The statement shows the following sums paid out of our funds to him, viz:

Oct. 23, 1857. Paid R. S. Stevens, special commissioner sale of land.....	\$2,458 30
April 23, 1858. Paid R. S. Stevens, special commissioner sale of land.....	2,064 50
Jan. 31, 1859. Paid R. S. Stevens, special commissioner sale of land.....	1,471 25
Mch. 2, 1861. Paid R. S. Stevens, special commissioner sale of land.....	1,583 00
<b>Total .....</b>	<b>7,577 05</b>

Or an average of \$50 per day, counting the whole time, and of, perhaps, \$100 per day for the time actually employed.

As a further item of the cost of the sale of our lands, we have this item:

June 19, 1864. Hampton Moore, administrator of Elij. Moore.....	\$2,500
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Elij. Moore was register of the land-office at Lecompton at the time. The sum paid him was equal to the maximum of his compensation for a year's services. Only a few tracts of our land were entered through the land-office, and for these the parties entering paid the usual fees.

Again, in the statement of disbursements we have these items:

Sept. 28, 1858. Paid Peter Lammond, disbursing-clerk.....	\$400 00
Dec. 11, 1858. Paid Peter Lammond, disbursing-clerk.....	160 86
Oct. 4, 1860. Paid Peter Lammond, disbursing-clerk.....	500 00
Dec. 1, 1860. Paid Peter Lammond, disbursing-clerk.....	500 00
Jan. 20, 1861. Paid Peter Lammond, disbursing-clerk.....	500 00
June 21, 1861. Paid Peter Lammond, disbursing-clerk.....	500 00
July 23, 1861. Paid Peter Lammond, disbursing-clerk.....	500 00
Jan. 18, 1862. Paid Peter Lammond, disbursing-clerk.....	600 00
April 26, 1862. Paid Peter Lammond, disbursing clerk.....	575 00
Oct. 30, 1862. Paid Peter Lammond, disbursing-clerk.....	75 00
April 24, 1864. Paid Peter Lammond, disbursing-clerk.....	343 28
Oct. 25, 1861. Paid Peter Lammond, (fulfilling treaty stipulations).....	500 00
<b>Total .....</b>	<b>5,154 14</b>

Or over \$5,000 of our moneys paid out, in five years, to a clerk, whose salary was doubtless paid by the Government at a rate fixed by law.

And again, we have this item:

Dec. 30, 1867. Joseph Gedney, map.....	\$300 00
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On inquiry of Mr. Gedney, it is learned that this charge is not for a map of our lands, sold or unsold, or yet of Indian lands, but for a map of the Western States and Territories, gotten up in the interest of the Kansas Pacific Railroad, in 1864-'65, and for the purpose of advertising its land-grant, under the supervision of the then Secretary of the Interior, who had become interested in that enterprise. The map was known as "Keeler's map." We had no interest in it in the world, and protest that our funds should not be used to pay for it.

We present these items not as embracing all the charges in the statement to which we except, but as examples tending to show that we are entitled to a thorough examination of our accounts, and an opportunity to appeal for redress to the body able to give it, as contemplated by the treaty of 1867, as amended.

We respectfully ask that you will at your earliest convenience transmit to Congress, as contemplated by the treaty last above referred to:

1st. A detailed statement, from the records of the Land-Office, of all lands sold belonging to our lands, including the eight sections above referred to, and whether paid for in cash or otherwise.

2d. A statement of our bond and interest account, and its charges and disbursements.

3d. A full statement of moneys received from us or in our behalf, the sources of the receipt, and the payments made to our people; the time when, and the officer or person by whom, such payments were made, and all other disbursements of such moneys.

Very respectfully, your obedient servants,

JAMES <sup>his</sup> + CHARLEY,  
<sub>mark</sub>

*Head Chief.*

ED. H. BLACK,

*Second Chief.*

THOMAS PECKHAM,

*Counselor.*

HON. C. DELANO,  
*Secretary of the Interior.*

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INDIAN SERVICE IN COLORADO.

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LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*An estimate of appropriation required for the Indian service in Colorado*

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JANUARY 14, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 13, 1875.*

SIR: I have the honor to transmit, herewith, a copy of a communication, dated the 12th instant, from the Commissioner of Indian Affairs, reporting the expenses incurred in negotiating with the Ute Indians in Colorado, under the authority conferred upon the Secretary of the Interior by the act of Congress approved April 23, 1872, which leaves "the expense of such negotiation to be paid by the United States, and to be hereafter appropriated." (Statutes at Large, vol. 17, p. 55.)

The expense of the negotiation, for which an appropriation is to be made, in accordance with the act above referred to, is \$25,795.13.

An estimate for said amount is herewith presented, to which the attention and favorable consideration of Congress are respectfully requested.

Very respectfully, your obedient servant,

B. R. COWEN,  
*Acting Secretary.*

The SPEAKER *House of Representatives.*

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 12, 1875.*

SIR: I have the honor to invite your attention to the following, viz:

By the act approved April 23, 1872, (Statutes, vol. 17, p. 55,) the Secretary of the Interior is authorized and empowered to enter into negotiations with the Ute Indians, in Colorado, for the extinguishment of their right to the southern portion of their reservation, "the expense of the negotiation to be paid by the United States, and to be hereafter appropriated."

In accordance with the act in question, a commission was duly appointed July 1, 1872, to negotiate with these Indians, and the necessary instructions were given to collect the various bands at the Los Pinos agency, and to provide subsistence for them during the council. This commission, however, after prolonged negotiations, failed of its object, and another commission was appointed June 20, 1873, to renew the negotiations. The former instructions regarding the collection and subsistence of the bands were repeated, and the Indians were finally induced to conclude an agreement, which was ratified by act of April 29, 1874. (Pamph. ed. Stat., p. 36.)

The expense of the negotiation, for which an appropriation is to be made in accordance with the act of April 23, 1872, above referred to, is \$25,795.13, which amount has been taken from the funds belonging to said Indians. I have, therefore, caused to be prepared, and submit herewith, for the action of Congress, an estimate of appropriation required to restore to the Indians the amount thus taken from their tribal funds, and respectfully recommend the same for the favorable consideration of the Department and of Congress.

Very respectfully, your obedient servant,

H. R. CLUM,  
*Acting Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

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*Estimate of appropriation required for the Indian service in Colorado.*

For this amount, or so much thereof as may be necessary, to re-imburse appropriations for the Indians in Colorado, for the fiscal years ending June 30, 1873, and June 30, 1874, the amount expended from said appropriations in negotiations with said Indians, in accordance with the act approved April 23, 1872, (Stat., vol. 17, p. 55.).....\$25, 795 13

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FOND DU LAC INDIAN RESERVATION.

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LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*A draught of a proposed bill to provide for the sale of a portion of the Fond du Lac Indian reservation in Minnesota, and for other purposes.*

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JANUARY 14, 1875.—Referred to the Committee on Indian Affairs and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 12, 1875.*

SIR: I have the honor to transmit herewith a draught of a proposed bill "to provide for the sale of a portion of the Fond du Lac Indian reservation in Minnesota, and for other purposes," to which the attention of Congress is respectfully invited with a view to its favorable consideration by that body.

A copy of a letter, dated the 9th instant, from the Commissioner of Indian Affairs, submitting the bill to this Department, is also herewith transmitted.

Very respectfully, your obedient servant,

B. R. COWEN,  
*Acting Secretary.*

The SPEAKER *House of Representatives.*

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DEPARTMENT OF THE INTERIOR,  
OFFICE INDIAN AFFAIRS,  
*Washington, D. C., January 9, 1875.*

SIR: I have the honor to transmit herewith, with the recommendation that it be laid before Congress for the action of that body, a draught of a bill providing for the appraisal and sale, with the assent of the Indians, of a portion of the Fond du Lac Indian reservation in the State of Minnesota, and the expenditure of the net proceeds thereof for the use and benefit of the Fond du Lac band of Chippewas of Lake Superior.

Very respectfully, your obedient servant,

H. R. CLUM,  
*Acting Commissioner.*

Hon. SECRETARY OF THE INTERIOR.

AN ACT to provide for the sale of a portion of the Fond du Lac Indian reservation in Minnesota, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That whenever the Fond du Lac band of Chippewa Indians of Lake Superior shall in open council express their consent and desire for the sale of any portion of their reservation in the State of Minnesota, the Secretary of the Interior be and he hereby is authorized to appoint three commissioners, one of whom shall be nominated by the Indians themselves, whose duty it shall be to make an appraisal in forty-acre tracts of that portion of said reservation so desired to be sold, and to make their report of such appraisal to the Commissioner of Indian Affairs.

SEC. 2. That upon the approval of such appraisement by the Secretary of the Interior, he shall cause the lands appraised to be duly advertised for sale, under the direction of the Commissioner of the General Land-Office, upon sealed bids, or at public auction, for cash, in tracts of not exceeding one hundred and sixty acres each, at a price not less than the appraised value, and that the proceeds thereof, after deducting and paying the expenses of such appraisal and sale, shall be expended for the use and benefit of said band of Indians in such manner as the Secretary of the Interior may deem most judicious and advisable.

CAPITOL-BUILDING AT OLYMPIA, WASHINGTON  
TERRITORY.

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LETTER

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

*An estimate of appropriations required for certain repairs to the territorial  
capitol-building at Olympia, Washington Territory.*

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JANUARY 14, 1875.—Referred to the Committee on Appropriations and ordered to be  
printed.

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DEPARTMENT OF THE INTERIOR,  
Washington, D. C., January 13, 1875.

SIR: I have the honor to transmit a copy of a letter dated December 26 last, from his excellency E. P. Ferry, governor of Washington Territory, inclosing a letter to me from Mr. Henry G. Struve, secretary of said Territory, dated the 23d of the same month, and submitting an estimate of appropriations required for certain repairs to the territorial capitol-building at Olympia, Washington Territory, amounting to the sum of \$5,274.75. Copies of Mr. Struve's letter and the estimates are also inclosed.

It is apparent from the statements of the governor and secretary that the building, which has been devoted for nearly twenty years to uses of the territorial legislature of Washington, has become very much dilapidated, and that the repairs estimated for by Mr. Struve are actually necessary to render it habitable and fit for the purposes for which it was built.

The estimates submitted by Mr. Struve are approved by the governor and appear to be reasonable for the purposes named. I have the honor, therefore, to recommend that an item similar to the inclosed be inserted in the pending sundry civil appropriation bill.

I am, sir, very respectfully, your obedient servant,

B. R. COWEN,  
*Acting Secretary.*

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

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For furniture, carpenter and mason work and materials, painting, plastering, and other work necessary to the proper repair of the capitol-building at Olympia, Washington Territory, five thousand two hundred and seventy-four dollars and seventy-five cents, or so much thereof as may be necessary, to be expended under the direction of the Secretary of the Interior.

## 2 CAPITOL-BUILDING AT OLYMPIA, WASHINGTON TERRITORY.

TERRITORY OF WASHINGTON, EXECUTIVE DEPARTMENT,  
*Olympia, December 26, 1874.*

SIR: I have the honor to state that I have carefully read the subjoined letter of Henry G. Struve, secretary of Washington Territory, and I believe all the facts therein stated to be strictly true. I have also examined the estimates thereto annexed and believe them to be reasonable and correct; and I can also state that the persons who submitted the estimates at the request of the secretary are known by me to be reliable, trustworthy, and skillful mechanics residing in the city.

Very respectfully, your obedient servant,

E. P. FERRY,  
*Governor of the Territory of Washington.*

Hon. COLUMBUS DELANO,  
*Secretary of the Interior, Washington, D. C.*

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TERRITORY OF WASHINGTON, OFFICE OF THE SECRETARY,  
*Olympia, Wash., December 23, 1874.*

SIR: I have the honor to call your attention to the condition of the building known as the territorial capitol, which is occupied by the territorial legislature when in session, and wherein the territorial library and other public property is kept.

By custom the charge and custody of this building has been with the secretary of the Territory, as the disbursing officer of all legislative expenses, by direction of the honorable Secretary of the Treasury.

By a provision of the organic act of this Territory, approved March 2, 1853, (see United States Statutes at Large, volume 10, page 178, section 13,) the sum of \$5,000 was appropriated and granted to the Territory, to be applied by the governor to the erection of suitable buildings at the seat of government.

This sum of \$5,000 was expended by the governor in 1854, in the erection of a large frame building, which has been occupied by the legislature ever since that time. That sum was entirely insufficient for the purpose contemplated, and the building was left in an entirely unfinished condition. The walls of the main chambers, committee-rooms, library, entrance-halls, &c., have never been lathed, plastered, or painted, and a portion of the same were, and remain to this day, covered with rough, unplanned boards, with a coat of common whitewash.

By the civil appropriation act approved March 3, 1857, (see Statutes at Large, vol. 11, p. 227,) Congress made an appropriation of \$30,000 for the erection of a temporary capitol for this Territory. The then acting governor of this Territory, Hon. R. D. Gholson, was designated as the officer to disburse this fund, but refused to execute the required bond, and consequently (the amount remaining unexpended) the sum of \$30,000 was covered into the United States Treasury under existing laws, and has remained unavailable ever since, as the records of the Treasury Department will fully show.

In the mean time the old building has approached a state of utter decay and wretched worthlessness. Such small sums as the limited contingent fund of this office would permit have, from time to time, been expended to render it habitable, but these were mere temporary make-shifts, and entirely insufficient for the purpose. The foundation of the building, consisting of wooden blocks, is decayed in part, causing the floor to sink in many places, and twisting the building out of shape. The exterior has not been refreshed with a coat of paint for eighteen years, and presents a sad picture of melancholy dinginess. The interior of the building is quite as shabby. Old carpets, which have been in use for twenty years, and which cover the floors of the council-chamber and house of representatives, are so faded, soiled, and ragged that the most ingenious patch-work could not even give them an appearance of shabby gentility. The old wooden chairs, with raw-hide bottoms, used by the members and officers of the legislature, are no longer fit for use. No convenience for lighting beyond a few tin sconces nailed on the walls have ever been provided. Not a single stove used for heating the building is now safe for use. The five committee-rooms consist of nothing but the naked walls, uncovered with paint, plaster, cloth, paper, or whitewash, and without carpets or furniture of any kind whatever. Several of the old windows must be replaced by new ones, and all of them are without blinds and shutters or any fastenings of any kind whatever except such as have been improvised by tennenny nails. The building is located some distance from the town, on the border of a dense forest, and some means ought to be provided to cut and clear away the timber and undergrowth, which endanger the safety of the building owing to fires which often occur in the woods, and a substantial fence ought also to be erected to protect the building in its isolated condition against trespassers. A

plank walk, leading from the town to the capitol-building, built at the expense of the United States Treasury many years ago, to render the building accessible, also needs to be replaced by a new one. In fact, the building and grounds, as they are, are a standing reproach, and utterly unfit for use and occupancy by the legislative assembly.

During the last session of the legislative assembly the members of that body almost unanimously demanded of me, as secretary of the Territory, to provide different quarters, to which demand I, of course, could not accede. The population and resources of the Territory being limited, its treasury entirely exhausted, and a considerable debt to be liquidated, it is not at all likely that the legislative assembly, which meets in October next, will or can provide the required sum out of its depleted exchequer for the necessary repairs.

In the mean time this office, with the limited means at command, will be necessarily very much embarrassed in devising ways and means to render the building at all habitable and decent, unless an appropriation is made by Congress for that purpose.

In view of the foregoing facts, and because Congress, apparently recognizing the necessity of a new capitol-building over seventeen years ago, appropriated for that purpose the sum of \$30,000, not a dollar of which has been used, but was covered into the Treasury for the reason above stated, I have taken the liberty to submit for your judgment and decision a detailed statement of estimates hereto annexed, which are required to put the present building in order and fit for use. The total sum required is \$5,274.75, and the several estimates have been prepared at my request by the most reliable and skilled artisans of this town, who are personally acquainted with the prevailing prices of labor and material in this Territory.

I trust that I may not be considered as trespassing or traveling out of my line of duty, but I have been requested by the governor and other public officials, and many people, to make these facts known to you.

I also respectfully refer to Hon. O. B. McFadden, the present Delegate to Congress from Washington Territory, who is personally cognizant of these facts, and with whom I have corresponded on the subject-matter.

I therefore respectfully ask that you recommend to Congress at the present session an appropriation of \$5,274.75, or so much as you may deem necessary for the purpose hereinbefore stated.

I remain, very respectfully, your obedient servant,

HENRY G. STRUIVE,  
*Secretary Washington Territory.*

Hon. COLUMBUS DELANO,  
*Secretary of the Interior, Washington, D. C.*

*Estimates for appropriation required for repair of the Territorial capitol-building at Olympia, Washington Territory.*

Plastering and mason work :

1. 2,062 square yards of lathing and plastering.....	\$938 00
2. New foundation of brick, inclusive of labor and material.....	330 00

The above was estimated by Otto Ranke, plasterer, &c.

Painting :

1. Two coats of paint for outside, and same with graining and varnishing the interior .....	526 00
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Estimated by John L. Cook, painter.

Carpenter-work :

Estimated by Benjamin Harned, architect and builder :

1. New roof for capitol.....	225 00
2. Out-house for fuel, water-closets, water-tanks, &c.....	200 00
3. 4,400 square feet of sidewalk, at 5 cents.....	420 00
4. 1,600 feet of picket-fence, at 40 cents.....	640 00
5. Repairing porch, front entrance, and flag-staff.....	75 00
6. Fuel-boxes, at \$4.50.....	18 00
7. Repairing doors, windows, baseboards, partitions, &c., about.....	200 00
8. 12 benches for lobby .....	24 00
9. Repair of desks for speakers, clerks, and members of both houses.....	125 00
10. One new clerk's desk.....	25 00

Miscellaneous :

11. 685 yards of carpets, and mattings for halls, library, committee-rooms, vestibule, &c., at an average price of \$1.75 per yard.....	1,198 75
12. Five dozen chairs, at \$3 each .....	180 00
13. Cleaning capitol grounds.....	150 00

Total ..... 5,274 75





NEW JAIL IN THE DISTRICT OF COLUMBIA.

LETTER

FROM THE

SECRETARY OF THE INTERIOR,

TRANSMITTING

*Estimate of appropriations required for the completion of the new jail in the District of Columbia.*

JANUARY 14, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., January 2, 1875.

SIR: I have the honor to transmit, herewith, copy of a letter, dated November 12, 1874, from Mr A. B. Mullett, late Supervising Architect of the Treasury, submitting estimates of appropriations required for the completion of the new jail in the District of Columbia, in accordance with the plans and specifications therefor, amounting in all to the sum of \$185,548.93.

It will be perceived from Mr. Mullett's letter that the total estimated cost to complete jail, according to his former report of June 4, 1874, will be \$490,057.93; that there will be required for fencing and inclosures the sum of \$9,900; for heating-apparatus, \$29,900; and for kitchen-utensils, washing-apparatus, and driving-engine, \$5,691; in all, a total estimated cost of \$535,548.93; deducting from which amount the appropriation of \$300,000 made by the act approved June 1, 1872, and that of \$50,000 made for continuing the work on the jail by the sundry civil appropriation act, approved June 23, 1874, in all \$350,000, leaves the sum of \$185,548.93 to be appropriated. A copy of the report of the architect of June 4 last, referred to, is herewith, and I also have the honor to submit, for consideration by Congress, separate estimates for the several sums named in his letter of November 12 last.

I am, sir, very respectfully, your obedient servant,

C. DELANO,  
Secretary.

Hon. JAMES G. BLAINE,  
Speaker House of Representatives.

*Estimates of appropriations required for the completion of the jail in and for the District of Columbia.*

For the completion of the jail in the District of Columbia, in accordance with the plans and specifications therefor, one hundred and forty thousand and fifty-seven dollars and ninety-three cents, (\$140,057.93.)

For fencing and inclosures around said jail, nine thousand nine hundred dollars, (\$9,900.)

For heating-apparatus for said jail, twenty-nine thousand nine hundred dollars, (\$29,900.)

For kitchen-utensils wash-room apparatus, and driving-engine for said jail, five thousand six hundred and ninety-one dollars, (\$5,691.)

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TREASURY DEPARTMENT,  
OFFICE OF THE SUPERVISING ARCHITECT,  
*November 12, 1874.*

SIR: I desire to submit the following statement of the amounts necessary for the completion of the new jail in the District of Columbia, namely:

Total estimated cost to complete building, as per report dated June 4, 1874.....	\$490,057 93	
Estimate for fencing and inclosures.....	9,900 00	
Amount appropriated.....		\$499,957 93
		350,000 00
Amount to be appropriated to complete building and inclosures.....		149,957 93
Estimate for heating-apparatus.....	29,900 00	
Estimate for kitchen-utensils, wash-room apparatus, and driving-engine, (a part of jail fixtures and furniture).....	5,691 00	
		35,591 00

and would recommend that appropriations for the above amounts be obtained.

Very respectfully,

A. B. MULLETT,  
*Supervising Architect.*

Hon. COLUMBUS DELANO,  
*Chairman Commission New Jail, District of Columbia.*

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TREASURY DEPARTMENT,  
OFFICE OF SUPERVISING ARCHITECT,  
*June 4, 1874.*

SIR: I desire to call the special attention of your commission to the fact that the appropriation for the new jail is entirely inadequate to enable me to complete the building in a permanent and substantial manner, and to the fact that the limitation on the cost was determined and established by the committee without obtaining either plans or estimates therefor, and also to the fact that the act, while limiting the cost of the building to \$300,000, stipulated that the building should contain cells for three hundred prisoners. This stipulation necessarily fixed the size of the jail, and rendered it impossible for the commissioners to reduce the building to such a size as would bring it within the amount of the appropriation. Under these circumstances, I prepared plans for a building that provided only the accommodation expressly required by law, and no greater security than is absolutely necessary to provide for the safety of the prisoners. I have made, as will be seen by an exam-

ination of the plans, no attempt whatever at ornamentation, but have specified a character of work as cheap as is compatible with security and durability. Under these circumstances it is evident that the limitation placed upon the cost of the building rendered it impossible to erect a jail that would be, when completed, of any value as a place of detention, and that the legislation fixing the price of the building was incompatible with the requirements specified in the bill. Unless these requirements are removed, the commission will be compelled to finish the building in an unsuitable and unsatisfactory manner.

The estimates approved by the commission contemplate a galvanized iron cornice, a roof of timber and tin, and a general finish of the building that is unsuitable and unfit for such a structure. I, therefore, most earnestly renew the recommendations contained in my annual report, that authority be obtained to complete the building in a thorough and substantial manner, and in accordance with the character of the work that has already been performed. I also desire to call the attention of the commission to my recommendations that the building be completed as a penitentiary, a plan that would save a large amount of money to the Government in transportation, and render a penitentiary a source of profit instead of a burden to the tax-payers.

I do not think it possible to complete the building in a suitable manner for less than \$490,057.93, as will be seen by the inclosed estimate; and I desire to say that the work thus far finished is of the best character and description, and that it has been performed with all due economy, and that it will bear comparison with any similar work in the country. I have used every means in my power to comply with the law, but am compelled to confess my inability to construct such a jail as the law requires within the limit specified, namely, \$300,000.

I would, therefore, respectfully suggest that the proper committees of Congress be invited to examine the building, and that the additional appropriation herein specified be recommended and requested by the commission.

Very respectfully,

A. B. MULLETT,  
*Supervising Architect.*

Hon. COLUMBUS DELANO,  
*Chairman Commission on New Jail, D. C.,  
Washington, D. C.*

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CONTINGENT EXPENSES OF THE DEPARTMENT OF JUSTICE.

COMMUNICATION  
OF  
THE ATTORNEY-GENERAL,

TRANSMITTING

*A detailed statement of all the expenditures of the contingent fund of his Department from January 1, 1874, to January 1, 1875.*

JANUARY 14, 1875.—Referred to the Committee on Expenditures in Department of Justice and ordered to be printed.

DEPARTMENT OF JUSTICE,  
*Washington, January 4, 1875.*

SIR: I have the honor to transmit, herewith, a detailed statement of expenditures on account of appropriations for contingent expenses of this Department from January 1, 1874, to date.

Very respectfully,

GEO. H. WILLIAMS,  
*Attorney-General.*

Hon. JAMES B. SENER,  
*Chairman Committee on Expenditures in  
Department of Justice, House of Representatives.*

1874.		
Jan.	3. J. G. Weaver:	
	Boxing picture.....	\$2 00
	Covered and varnished desk.....	10 00
	Making divisions in drawer.....	2 50
	Mending chair.....	1 00
	Rack in wash-stand.....	1 00
	Mended desk.....	1 50
	Shelf.....	1 50
	Hanging looking-glass.....	75
	Castors on sofa.....	1 50
	Covered 2 chairs in leather.....	4 00
	Eased 3 doors.....	1 50
	Covered 1 chair.....	2 00
	Made drawers in table.....	3 00
	Picture-nails.....	75
	Repaired 2 chairs.....	3 50
	Eased 5 doors.....	2 50
	1 glass fire-screen.....	35 00
	3 window-head frames covered.....	6 00

## 2      CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.	
Jan. 3. J. G. Weaver:	
6 window-shades .....	\$27 00
Oil-cloth, and put down .....	1 50
Made 36 divisions in case .....	14 40
Made 18 divisions in case .....	2 70
Made 1 packing-box .....	1 40
Raised desk .....	6 00
1 glass fire-screen .....	30 00
	<hr/>
	\$162 00
1874.	
Jan. 10. Lutz & Bro.:	
1 gilt fly-hook, \$4.50; stuffing and repairing harness, \$1.50 .....	6 00
Repairing reins and bridles, \$2.50; whip-top, \$1. ....	3 50
Repairing mail-bag, \$1.50; 2 rubber horse-boots, \$3 ..	4 50
Repairing reins, 75c.; repairing trace, \$1.50 .....	2 25
Patent top on whip, \$1.50; whip-cracker, 25c .....	1 75
Harness clip and repairing harness, \$2; top on whip.	3 50
Repairing harness, \$4.50; pair buck gauntlets, \$3 ....	7 50
2 gilt bridle-fronts, \$7; rosette and repairing bridle, \$1	8 00
1 extra hay-strap .....	2 00
1 leather collar .....	5 00
	<hr/>
	44 00
1874.	
Jan. 1. Robert Beall:	
60 quires legal note .....	28 00
60 packages legal-note envelopes .....	29 50
2 boxes legal-note paper .....	3 00
Stamping above "Department of Justice" .....	13 50
1 note case .....	4 00
2 reams legal cap .....	17 00
	<hr/>
	95 00
7. Western Union Telegraph Company:	
Telegraphing for office of Solicitor of Treasury during December, 1873 .....	8 12
5. S. F. Boyd:	
3 copies Boyd's City Directory .....	12 50
7. J. B. Dawson:	
½ cord wood, sawing, and putting away .....	6 25
½ cord wood, sawing, and putting away .....	6 25
	<hr/>
	12 50
1874.	
Jan. 9. Henry Egan:	
4 whisks .....	1 20
Tin-box .....	1 50
2 dozen matches .....	60
1 dozen candles .....	40
2 dozen matches .....	60
2 bars soap .....	25
2 dozen matches .....	60
2 dozen matches .....	60
4 brooms .....	2 00
1 chamois .....	60
2 sponges .....	40
4 whisks .....	1 00
2 dozen matches .....	60
3 brooms .....	1 50
1 dozen matches .....	30
2 dozen matches .....	60
2 bars soap .....	25
2 dozen matches .....	60
2 sponges .....	1 50
	<hr/>
	15 10
14. G. A. Rider:	
Volume 4, Appleton's Cyclopædia .....	7 00
G. A. Rider:	
Volume 4, Appleton's Cyclopædia, leather binding, Solicitor's Office .....	6 00
Thomas Norfleet:	
1 pair gilt fly-hooks in pads .....	10 25

1873.

Robert Beall:

Dec. 4.	2 quarts mucilage .....	\$3 00	
5.	12 packs visiting-cards .....	3 50	
9.	1 ream manila paper .....	9 50	
11.	6 Rodgers knives .....	19 50	
	5 Rodgers knives .....	15 00	
	3 Rodgers knives .....	9 00	
18.	1 box pens .....	1 75	
23.	3 rubber-pencils .....	9 00	
30.	1 set Notes and Queries, from 1858 to 1873 .....	80 00	
			\$150 25

1874.

Jan. 21. Western Union Telegraph Company:

Telegraphing, December, 1873..... 87 39

22. Washington Gas-Light Company:

Gas, December, 1873..... 23 70

J. B. Dawson:

23.	½ cord wood, \$4.25; sawing and putting away, \$2....	6 25	
	½ cord wood, \$4.25; sawing and putting away, \$2....	6 25	
	½ cord wood, \$4.25; sawing and putting away, \$2....	6 25	
			18 75

30. Washington and Georgetown Railroad Company:

40 tickets..... 2 00

Jan. 31. J. G. Weaver:

	Mending lounge.....	2 00	
	Mending case.....	7 50	
	Repairs on three book-stands.....	1 50	
	Repairs on one chair and two shades.....	1 50	
	Making one file-case.....	1 40	
	Mending one envelope-case.....	75	
	Repaired four window-ropes.....	4 00	
	Repaired one desk.....	1 00	
	Repaired five chairs.....	4 00	
	Making case drawers for stamps.....	25 00	
	Repairs on three door locks and knobs.....	1 50	
	106 feet weather-strips.....	11 66	
	Coat and hat rack.....	2 00	
	Repaired case and casters on same.....	5 00	
			207 41

Chronicle Publishing Company:

3 copies Daily Morning Chronicle, January..... 2 25

American Law-Register:

Subscription for Office of Solicitor of Treasury..... 5 00

Patrick Sullivan:

Care four horses, January..... 120 00

Joseph Johnson:

Salary as laborer and Sunday watchman, January..... 70 00

Jan. 31. Charles A. Shafretts:

Salary as messenger in charge of stamps, January..... 75 00

31. W. Jackson:

Salary as laborer, January..... 60 00

31. George Wilkeson:

Salary as messenger, January..... 70 00

Feb. 2. A. Brown:

	4 shoes.....	2 00	
	12 shoes.....	6 00	
	4 removes twice.....	1 50	
	5 removes twice.....	3 00	
	2 bar-shoes.....	1 50	
	2 shoes.....	1 00	
	8 shoes.....	4 00	
			1 00

2. Mary Harrison:

Sweeping and cleaning office Solicitor of the Treasury, January..... 20 00

Washing 6½ dozen towels..... 5 17

2. Julia Ferguson:

Washing towels, January..... 4 00

# 4 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.	
Feb.	4. J. G. Garland (Franklin Telegraph Company :)
	Telegraphing, January ..... \$42 12
	4. J. L. Harmon :
	Subscription to Baltimore Sun, two months ..... 1 10
	7. Philp & Solomons :
	1,000 envelopes ..... \$3 50
	3 reams 70 flat letter ..... 9 00
	1 dozen pencils ..... 42
	1 pump ink, for Solicitor Treasury's Office ..... 3 50
	10. Washington Gas-Light Company :
	Gas, February ..... 12 30
	11. E. W. Woodruff :
	5 dozen file-holders ..... 65 00
	12. Murray & Co. :
	2 bar and six removes, sharp ..... 3 00
	12. Western Union Telegraph Company :
	Telegraphing, January ..... 87 50
	12. Western Union Telegraph Company :
	Telegraphing for office Solicitor of Treasury, January ..... 8 31
	18. J. B. Dawson :
	2 cords wood ..... 17 00
	Sawing and putting away ..... 8 00
	25 00
Feb.	18. George C. Maynard :
	70 c. sulph. copper ..... 12 60
	19. John Holland :
	1 gold pen and holder ..... 3 50
	1 gold pen and holder, for office Solicitor of Treasury. .... 3 75
	7 25
	28. Chronicle Publishing Company :
	Subscription, February ..... 2 25
	28. George Wilkeson :
	Salary as messenger, February ..... 70 00
	28. W. Jackson :
	Salary as laborer, February ..... 60 00
	28. Joseph Johnson :
	Salary as messenger and Sunday watchman ..... 70 00
	Robert Beall :
Feb.	3. 1 arm-rest ..... 1 25
	1 box pens ..... 1 00
	1 Guide to Washington City ..... 1 25
	11. Wharton's Commercial Law ..... 19 50
25.	1 Bespam's Principles of Equity, for Solicitor of Treasury's Office ..... 7 00
	30 00
1874.	
Feb.	28. Patrick Sullivan :
	Care of horses, February, 1874 ..... 95 00
	Julia Ferguson :
	Washing towels, February ..... 4 00
	C. A. Sharretts :
	Salary as messenger in charge of stamps ..... 75 00
	Boston Daily Advertiser, subscription ..... 24 00
Mar.	2. Mary Harrison :
	Sweeping and cleaning Office Solicitor of Treasury, February ..... 20 00
	Washing five dozen towels ..... 3 75
	23 75
April	1. J. L. Harmon :
	Subscription to Baltimore Sun, two months ..... 1 10
Mar.	2. J. W. Boteler :
	1 pair cuspidors ..... 4 50
	1 eight-day clock ..... 8 50
	1 fire-set and standard ..... 25 00
	38 00
	6. Washington and Georgetown Railroad Company :
	100 tickets ..... 5 00
	7. J. G. Garland. (Franklin Telegraph Company :)
	Telegraphing, February ..... 16 06



1874.			
Mar. 7.	Washington Gas-Light Company:		
	Gas, February.....		\$31 80
13.	Western Union Telegraph Company:		
	Telegraphing for Office of Solicitor of the Treasury,		
	February.....		6 00
	Western Union Telegraph Company:		
	Telegraphing, February.....		27 59
20.	G. N. Rider:		
	1 copy American Cyclopædia.....		6 00
21.	Philp & Solomons:		
Jan. 2d.	6 quarts Maynard & Noyes' ink.....	\$4 50	
	2 glass sponge-cups.....	1 50	
	1 gross bands.....	1 25	
Feb. 10.	1 paper-weight.....	40	
	1 box envelopes.....	2 50	
	4 gross pens.....	7 00	
	(Office Solicitor of Treasury.)		17 15
26.	J. B. Dawson:		
	2 cords wood.....	17 00	
	Sawing and putting away.....	8 00	
			25 00
25.	Washington Law-Reporter:		
	Subscription.....		1 25
Mar. 30.	Robert Beall:		
2.	6 erasers.....	3 00	
	1 dozen pencils.....	1 25	
3.	10 reams manila.....	4 50	
	1 Statesman's Year-book, 1874.....	3 50	
	1 Financial Reform.....	50	
7.	1 box paper.....	1 50	
	1 ream legal-cap.....	3 75	
	2 packs door-cards.....	75	
	1 box labels.....	15	
	2 balls twine.....	80	
11.	1 Lives of the Chief-Justices.....	14 00	
	1 pair scissors.....	2 00	
19.	3 boxes bands.....	75	
	1 box bands.....	30	
	1 roll ribbon, 40c.; 2 do., at 75c., \$1.50.....	1 90	
	1 roll ribbon, \$1; 1 Lincoln and Seward, \$1.50.....	2 50	
23.	1 bill-holder.....	40	
	1 rubber pen-holder.....	35	
	(For Office Solicitor of Treasury.)		41 90
31.	Henry Coleman:		
	Washing towels, quarter ending March 31, 1874.....		24 00
	Charles A. Sharretts:		
	Salary as messenger in charge of postage-stamps, &c., March.....		70 00
	George Wilkeson:		
	Salary as messenger and driving Department horses, March ..		70 00
1874.			
Mar. 31.	W. Jackson:		
	Salary as laborer, March.....		60 00
	Joseph Johnson:		
	Salary as laborer and Sunday watchman, March.....		70 00
	Western Union Telegraph Company:		
	Telegraphing, March.....		40 43
	Telegraphing for Office Solicitor of Treasury, March.....		13 78
	Patrick Sullivan:		
	Care 3 horses, March.....		90 00
	Julia Ferguson:		
	Washing towels, March.....		4 00
	Chronicle Publishing Company:		
	Subscription.....		1 50
Apr. 1.	A. Brown:		
	4 horse removes.....	2 00	
	4 shoes.....	2 00	
	2 shoes.....	1 00	
	8 shoes.....	4 00	
	4 shoes.....	2 00	
	4 shoes.....	2 00	

# 6 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.			
Apr.	1. A. Brown:		
	4 shoes.....	\$2 00	\$15 00
	7. Washington Gas-Light Company:		
	Gas, April.....		16 80
	1. Robert Beall:		
	1 British Alc. and Comp.....	3 00	
	1 Wharton's Criminal Law.....	22 50	
	1 Statesman's Year-Book.....	3 50	
	1 Bespam's Principles of Equity.....	7 50	
	1 Chesney's Military Biography.....	2 50	39 00
	Bishop & Hazard:		
	Subscription to Herald, Chronicle, and Star.....		7 25
	2. Thomas Dutton:		
	2 binders, \$1.50; express freight, 50c.....	2 00	
	2 buckets, 50c; express freight, 25c.....	75	
	3 dozen matches, 75c.; stamp ribbon, \$2.....	2 75	
	Repairing awning, 50c.; desk-lock, 25c.....	75	
	2½ dozen soap, \$6; car-tickets, \$6.....	12 00	
	Cartage of mail-matter.....	15 00	33 25
	2. Henry Egan:		
	3 dozen B. W. soap.....	3 00	
	3 cakes omb. soap.....	75	
	4 scrub-brushes.....	1 60	
	2 dozen matches, 60c.; 1 gum-arabic, \$1.50.....	2 10	
	2 dozen matches, 60c.; 2 bars soap, 25c.....	85	
	Mouse-trap.....	20	
	1 feather-duster.....	4 00	
	2 feather-dusters.....	10 00	
	2 dozen matches.....	60	23 10
Apr.	2. Philp & Solomons:		
Mar.	10. 1 ruler.....	1 00	
	1 ruler.....	1 25	
	2 inkstands.....	1 00	
	13. 6 gross pens.....	7 50	
	16. 2 dozen sheets blotting.....	2 00	
	21. 1 gross bands.....	2 25	
	30. 6 dozen pencils.....	6 00	
	1 dozen pencils.....	1 00	
	12 gross bands.....	3 00	
	1 gross bands.....	1 25	
	1 ruler.....	60	
	(For Office Solicitor of Treasury.)		26 85
Apr.	4. Mary Harrison:		
	Sweeping and cleaning Office Solicitor of Treasury,		
	March.....	20 00	
	5½ dozen towels.....	4 00	24 00
	6. Great Falls Ice Company:		
	Ice from January 1, 1874.....		62 58
	Franklin Telegraph Company:		
	Telegraphing, March.....		28 54
Apr.	7. John M. Judd:		
	1 copy Law Directory for 1874.....		6 50
1874.			
Apr.	10. H. Coleman:		
	1 gal. oil.....	85	
	Sawing wood.....	2 00	
	6 brooms.....	1 70	
	Car-tickets.....	2 00	
	Express on box from Davenport, Iowa.....	3 40	
	Tracing-paper.....	1 00	
	Express on package from Boston.....	85	
	Express on package to Mississippi.....	75	
	Car-tickets.....	5 00	
	Freight on parcel.....	40	

1874.

Apr. 10. H. Coleman :		
Freight on parcel .....	\$0 25	
Postage .....	84	
Cartage .....	1 00	
Express charges, &c .....	2 90	
Car-tickets .....	2 00	
Telegrams .....	85	
	<hr/>	\$25 79
10. Adams Express Company :		
Freight on box .....		6 70
14. Republic Publishing Company :		
5 copies of The Republic from No. 13 to No. 24 .....		10 00
17. Warren Choate & Co. :		
1 gross pens .....		1 00
William S. Mitchell & Co. :		
2 mats .....	5 00	
2 rugs .....	16 00	
7½ yards oil-cloth .....	11 33	
20 yards picture-cord .....	2 00	
13 pairs loops .....	9 75	
2 mats .....	5 00	
2 deck-covers .....	12 00	
100 yards lining .....	15 00	
4½ yards carpet .....	11 56	
Making and laying .....	46	
2½ yards lining .....	38	
2½ yards binding and sewing on .....	37	
3 yards oil-cloth .....	4 50	
1 mat .....	2 00	
4 yards binding .....	32	
1 piece binding .....	60	
21½ yards oil-cloth .....	42 67	
52½ yards carpet .....	157 88	
Making and laying .....	10 52	
42 yards lining .....	6 30	
1 rug .....	10 00	
3 mats .....	9 00	
8½ yards carpet .....	20 94	
59½ yards carpet, made .....	154 70	
9½ yards oil-cloth .....	14 17	
	<hr/>	522 45
24. G. G. C. Simms :		
2 pounds gum-arabic .....		2 00
27. Washington and Georgetown Railroad Company :		
100 tickets .....		5 00
30. Charles A. Sharretts :		
Salary as messenger in charge of postage-stamps, &c., April..		70 00
W. Jackson :		
Salary as laborer, April .....		60 00
Chronicle Publishing Company :		
2 copies Daily Morning Chronicle, April .....		1 50
Joseph Johnson :		
Salary as laborer and Sunday watchman, April .....		70 00
Robert Beall :		
History English Institutions .....	1 50	
1 pint ink .....	40	
2 pots ink .....	40	
History American Currency .....	3 00	
(For Office Solicitor Terasury.)	<hr/>	5 30
George Wilkeson :		
Salary as messenger and driving Department horses, April....		70 00
James B. Dodson :		
5 yards Gon. oil-cloth, at 62c .....	3 13	
1 paper of tacks .....	25	
	<hr/>	3 38
May 1. Mary Harrison :		
Sweeping and cleaning office Solicitor of Treasury,		
April .....	20 00	
Washing 4½ dozen towels .....	3 50	
	<hr/>	23 50

8 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.				
May	1.	Patrick Sullivan :		
		Care of horses, April .....	\$90 00	
		Julia Ferguson :		
		Washing towels, one month .....	4 00	
	8.	Philp & Solomons :		
		4 gross pens for office Solicitor of Treasury .....	7 00	
	6.	Western Union Telegraph Company :		
		Telegraphing, April .....	57 98	
		Western Union Telegraph Company :		
		Telegraphing for Office of Solicitor of Treasury, April .....	14 13	
May	7.	Franklin Telegraph Company :		
		Telegraphing, April .....	38 46	
	9.	Robert Beall :		
Mar.	10.	3 reams of legal cap .....	\$23 00	
		6 bottles of ink .....	6 00	
		5 reams of letter-paper .....	43 50	
	17.	2 boxes of note-paper .....	3 00	
		1 ream bill-paper .....	3 00	
		6 quarts of ink .....	5 00	
	20.	2 packages of note-paper .....	3 00	
		1 box of pens .....	1 50	
	24.	2 boxes of pens .....	2 50	
		1 box of pens .....	1 00	
April	11.	1 ream of letter-paper .....	3 00	
		1 box of pens .....	1 50	
May	1.	2 reams of letter-paper .....	11 50	
				107 50
	11.	Washington Gas-Light Company :		
		Gas, April .....	21 90	
	15.	Herman Baumgarten :		
		2 door-keys .....	1 00	
		1 desk-key .....	50	
		Repairing bell-pull .....	25	
		3 keepers .....	50	
		Repairing lock .....	4 00	
		1 mail-lock and 3 keys .....	2 50	
		Repairs to mail-bag .....	50	
		3 desk-keys .....	75	
		70 1/4-inch silver-plated letters .....	10 50	
		Labor .....	1 50	
		1 door-key .....	50	
				22 50
	18.	J. B. Dawson :		
		1/2 cord of wood .....	4 25	
		Sawing, &c .....	2 00	
				6 25
	21.	Adams Express Company :		
		Freight on package from Columbus, Ohio .....	1 50	
		Freight on package from Hartford, Conn .....	1 25	
				2 75
		Adams Express Company :		
		Freight on package from Omaha .....	1 80	
		Freight on package from Providence, R. I .....	60	
				2 40
		Adams Express Company :		
		Freight on package from Louisville, Ky .....		95
	25.	Adams Express Company :		
		Freight on two parcels from New Orleans .....		1 50
		Adams Express Company :		
		Freight on package from Madison, Wis .....	1 25	
		Freight on package from Jacksonville, Fla .....	75	
				2 00
	28.	G. N. Rider :		
		Volumes 5 and 6, Appletons' American Cyclopædia, for Office of Solicitor of Treasury .....		14 00
1874.				
May	29.	W. H. & O. H. Morrison :		
Jan.	2.	300 envelopes .....	30 00	
		1 blank book .....	2 75	
	6.	1 ream letter .....	5 00	

1874.

W. H. &amp; O. H. Morrison:

Jan.	2.	1 ream cap.....	\$9 50
	15.	2½ reams letter.....	12 50
	17.	1,000 official envelopes.....	14 25
	21.	5 rulers.....	6 75
	22.	½ ream note.....	1 50
	30.	1 ream legal cap.....	6 00
		1 ream folio post.....	8 00
Feb.	3.	2 reams legal cap.....	12 00
		1,000 official envelopes.....	10 00
		1 portfolio.....	3 00
		1 eraser.....	75
	10.	1 blank record-book.....	1 00
		1 scrap-book.....	2 00
		1 box pens.....	1 25
		½ dozen boxes quill pens.....	3 00
	16.	2 reams legal cap.....	12 00
		5,000 official envelopes.....	50 00
	20.	2 gross pens.....	2 00
		1 dozen pass-books.....	1 25
	23.	1 map, and mounting.....	3 50
		1 official stamp.....	10 00
	27.	2 reams legal cap.....	12 00
		1 dozen red and blue pencils.....	1 50
		½ dozen bottles ink.....	4 50
		½ dozen cnps and sponges.....	4 50
		½ dozen inkstauds.....	3 00
March	3.	20 reams wrapping-paper.....	10 00
		1 dozen pencils.....	1 00
		2 boxes pens.....	3 50
	6.	½ ream paper.....	4 00
		4 reams legal cap.....	24 00
		3 spools tape.....	2 25
	9.	1 blank book.....	1 50
		1 ruling pen.....	80
		1 pair dividers.....	75
	12.	10 gross bands.....	10 00
		1 dozen quarts mucilage.....	9 00
		2 reams wrapping-paper.....	5 00
	13.	1 ream wrapping-paper.....	20 00
	14.	½ dozen paper-weights.....	6 75
		2 blank record-books.....	3 00
	18.	5 pounds wax.....	10 00
		6 press-books.....	6 75
		2 reams bond-paper.....	20 00
		1 dozen office-files.....	6 00
		10 reams commercial note.....	29 00
		1 dozen spools tape.....	8 00
	24.	500 bond envelopes.....	7 00
		1 baize bag.....	2 00
		500 official envelopes.....	5 00
	26.	1 box pens.....	1 25
		6 dozen pencils.....	6 00
		6 boxes fasteners.....	2 40
	29.	2 reams foolscap.....	18 00
	31.	1 dozen erasers.....	7 50
		1 pen-rack.....	40
		1 dozen rubber.....	1 00
		3 rulers.....	3 00
April	1.	1 gross pens.....	2 00
		1 dozen blotters.....	6 00
		1 dozen sponges.....	1 00
	3.	500 blank cards.....	7 50
		30 gross bands.....	9 00
	6.	2 reams legal cap.....	15 00
		1 gross pens.....	1 25
		1,000 envelopes.....	11 00
	8.	500 envelopes.....	3 50
		½ dozen paper-fasteners.....	2 40
		1 dozen ink.....	9 00

# 10 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.

		W. H. & O. H. Morrison :		
Apr.	13.	1,000 envelopes.....	\$10 00	
		1 dozen pints ink.....	6 00	
	15.	2 dozen paper-blocks.....	3 75	
		100 sheets blotting.....	8 00	
	16.	2 gross pens.....	3 00	
		1 gross pens.....	1 00	
	20.	1 gross pens.....	1 50	
		1 dozen paper-blocks.....	1 00	
		5 reams shoe-paper.....	2 00	
	23.	1 blank-book.....	1 50	
		1,000 envelopes.....	5 00	
	27.	1,000 envelopes.....	10 00	
		1 box pens.....	1 25	
	28.	1 ream wrapping-paper.....	3 00	
	30.	1 gross pencils.....	6 00	
		1 ream letter.....	5 00	
May	2.	25 sheets blotter.....	2 50	
		5 boxes fasteners.....	2 00	
	5.	1 ream legal cap.....	6 00	
	9.	2 ink and lead erasers.....	60	
	15.	50 sheets blotting-paper.....	5 00	
	16.	500 letter envelopes.....	3 00	
	20.	2 boxes Esterbrooks' pens.....	2 00	
				\$625 10
		29. Washington and Georgetown Railroad Company :		
		100 tickets.....		5 00
		Chronicle Publishing Company :		
		2 copies of Daily Morning Chronicle, from May 1, 1874.....		1 50
		30. Robert Beall :		
May	1.	1 Doctor and Student.....	3 00	
		1 press-book.....	2 50	
		1 dozen pencils.....	1 00	
		1 box pencils.....	1 00	
		2 bill-files.....	80	
	5.	1 dozen press-books.....	14 00	
	6.	2 memorandum-books.....	50	
	16.	2 balls twine.....	60	
		3 gross bands.....	1 00	
		2 gross bands.....	2 00	
		25. 1 ream letter paper.....	2 75	
			(For Office Solicitor Treasury.)	
				29 15
		Evening Post :		
		Subscription from May 13, one year, Office Solicitor of Treasury.....		11 50
		Franklin Telegraph Company :		
		Telegraphing, May.....		43 36
		Patrick Sullivan :		
		Care 3 horses, May.....		90 00
		31. Charles A. Sharretts :		
		Salary as messenger in charge of stamps, May.....		70 00
		Joseph Johnson :		
		Salary as laborer and Sunday watchman, May.....		70 00
		W. Jackson :		
		Salary as laborer, May.....		60 00
		George Wilkeson :		
		Salary as messenger and driving horses, May.....		70 00
June	1.	Washington Gas-Light Company :		
		Gas, May.....		15 90
		11. Western Union Telegraph Company :		
		Telegraphing for Office Solicitor of Treasury, May.....		15 62
		1. A. Brown :		
		4 horse-shoes.....	2 00	
		8 shoes.....	4 00	
		2 shoes.....	1 00	
		4 shoes.....	2 00	
		8 shoes.....	4 00	
		4 shoes.....	2 00	
		4 shoes.....	2 00	

17 00

## CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE. 11

1874.	
June 1. Julia Ferguson :	
Washing towels, May .....	\$4 00
Mary Harrison :	
Sweeping and cleaning office Solicitor of Treasury,	
May .....	\$20 00
Washing 5 dozen towels .....	3 75
	23 75
2. Adams Express Company :	
Freight on parcel from Leavenworth, Kans .....	3 65
Adams Express Company :	
Freight on package from Washington, Iowa .....	6 75
A. F. Lewis :	
5 gross pens .....	5 00
J. L. Harmon :	
Subscription to Baltimore Sun, 2 months .....	1 10
4. Henry Egan :	
2 bars soap .....	25
2 brooms .....	2 00
2 dozen matches .....	60
2 sponges .....	70
2 chamois .....	2 00
1 dozen soap, \$1; 3 cakes O. M. soap, 45c. ....	1 45
1 box tapers .....	50
2 whisks .....	50
2 dozen matches, 60c.; 2 tumblers, 30c. ....	90
Bottle oil, 30c.; 2 paper tacks, 16c. ....	46
	9 36
June 5. Adams Express Company :	
Freight in parcel from Columbia, S. C. ....	1 75
Adams Express Company :	
Freight on two packages from Harrisburgh .....	1 00
8. Adams Express Company :	
Freight on packages from Lansing .....	2 15
15. Philp & Solomons :	
2 gross pens .....	2 50
2 gross pens .....	3 50
1 dozen rolls pins .....	1 75
1 dozen rolls pins .....	1 25
2 gross pens .....	3 50
20 sheets blotting .....	2 00
1 rubber pencil .....	30
	14 80
16. Adams Express Company :	
Freight on two parcels from Buffalo .....	2 00
17. Washington Law Reporter :	
Subscription to July 7, 1874 .....	1 25
17. Perry & Brother :	
1774 yards cambrio for draping Department .....	22 22
25. National Republican :	
Subscription .....	8 00
June 25. The National Republican :	
Subscription for Office of Solicitor of Treasury .....	8 00
The National Republican :	
Subscription .....	7 30
The National Republican :	
Subscription .....	8 00
26. Adams Express Company :	
Freight on bundle from Washington, D. C., to Montgomery...	1 75
27. Henry Coleman :	
Washing towels, quarter ending June 30 for Solicitor-	
General .....	9 00
Washing towels, quarter ending June 30, for Attorney-	
General and chief clerk .....	15 00
	24 00
May 1. Bishop & Hazard :	
Daily and Sunday Herald .....	1 75
Daily Chronicle .....	1 25
Evening Star .....	75
Extra papers, Press, &c .....	35
Daily and Sunday Herald .....	1 75

# 12      CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.		
May	1. Bishop & Hazard:	
	Daily Chronicle .....	\$1 25
	Evening Star .....	75
	Credit by ex. papers, 35 cents .....	
June 11.	Western Union Telegraph Company:	\$7 50
	Telegraphing, May .....	150 44
30.	Patrick Sullivan:	
	Care of horses, June .....	90 00
	W. H. & O. H. Morrison:	
	1 Law Review .....	1 25
	1 New York Reports, vol. 33 .....	7 00
	1 Georgia Reports .....	7 00
	1 United States Digest .....	7 50
	1 Grattan's Reports .....	5 50
	1 North Carolina Reports .....	7 00
	1 Nebraska Reports .....	5 50
	1 Bissell's Circuit Court Reports .....	7 50
	1 California Reports .....	6 50
	1 Ea. Missouri Reports .....	15 00
	1 American Railway Reports .....	6 00
	1 Clerk's Assistant .....	6 00
	1 Laws of the District of Columbia .....	3 50
	1 Maine Reports .....	5 00
	1 Benjamin on Sales .....	7 50
	1 Wisconsin Reports .....	5 00
	1 Rose on Judicial Sales .....	6 00
	1 Ea. Iowa Reports .....	12 00
	1 Illinois Reports .....	6 00
	1 Law Review, October .....	1 25
	1 Virginia Digest .....	8 00
	1 Blatchford's Circuit Court Reports .....	7 50
	1 Brightley's Digest .....	6 50
	1 New York Reports, vol. 51 .....	3 50
	1 Georgia Reports, vol. 46 .....	7 00
	1 Georgia Code .....	10 00
	1 Bacon's Digest .....	10 00
	1 Jackson's Index .....	7 50
	1 Ea. Georgia Reports, vols. 24, 25, 26, 28, 31, and 33 .....	43 80
	1 West Virginia Reports .....	12 00
	1 Missouri Reports .....	5 00
	1 Illinois Reports .....	6 00
	1 Michigan Reports .....	5 00
	1 ed. New Jersey Reports .....	12 00
	1 ed. Houston's Delaware Reports .....	24 00
	1 ed. Vermont Reports .....	11 00
	1 ed. California Reports .....	6 00
	1 Maryland Reports .....	5 25
	1 Missouri Reports .....	5 00
	1 ed. Indiana Reports .....	84 00
	1 ed. Blatchford's Reports .....	18 00
	1 ed. Stockton's New Jersey Reports .....	11 00
	1 Beasley's New Jersey Reports .....	11 00
	1 McCarter's New Jersey Reports .....	11 00
	1 C. E. Green's New Jersey Reports .....	33 00
	1 Lansing's New York Reports .....	3 50
	1 Dillon's Circuit Court Reports .....	6 00
	1 Bissell's Circuit Court Reports .....	7 50
	1 ed. Connecticut Reports .....	11 00
	1 ed. Rhode Island Reports .....	13 00
	1 ed. Texas Reports .....	69 00
	1 ed. Texas Reports .....	16 00
	1 Massachusetts Reports .....	5 00
	1 New York Court of Appeals .....	3 50
	1 Statutes of Maine .....	5 50
	1 May on Insurance .....	7 50
	1 Pennsylvania Reports .....	5 00
	1 Law Review, January .....	1 25
	1 Boyd's Directory .....	4 00
	1 Pennsylvania Reports, vol. 70 .....	5 00
	1 North Carolina, vol. 69 .....	7 00



1874.	
June 30.	W. H. & O. H. Morrison :
	1 ed. Harbour Reports..... \$10 00
	1 Congressional Directory ..... 50
	1 Ware's Reports..... 6 00
	1 Battle's Statutes of North Carolina..... 8 00
	1 Code of Virginia ..... 7 50
	1 Georgia Reports..... 7 50
	1 United States Digest ..... 7 50
	1 California Reports, vol. 44 ..... 6 00
	1 Bissell's Reports..... 6 00
	1 Revised Statutes of New York..... 45 00
	1 Dillon's Municipal Corporations ..... 13 00
	1 Statutes of Nebraska..... 8 00
	1 Statutes of Minnesota..... 15 00
	1 Laws of Michigan..... 10 00
	1 Witherow's Corporation Cases..... 7 50
	1 Parsons on Partnership ..... 7 50
	1 Story on Constitution..... 13 00
	1 Bigelow's Insurance ..... 7 50
	1 Montana Report..... 10 50
	1 Law Review ..... 1 25
	<hr/>
	Chronicle Publishing Company :
	Subscription to Daily Chronicle, June..... 75
	W. Jackson :
	Salary as laborer, June ..... 60 00
	George Wilkeson :
	Salary as messenger, June ..... 70 00
	Julia Ferguson :
	Washing towels, June ..... 4 00
July 1.	Franklin Telegraph Company :
	Telegraphing, June..... 39 82
	Bishop & Hazard :
	New York Herald, Chronicle, and Star from June 27..... 56
3.	Thomas Dutton :
	Repairing drawer, desk..... 25
	2 dozen matches..... 50
	Toting ice, 50c.; carpet-brooms, \$1..... 1 50
	Repairing locks, money-order, 10c..... 85
	Express, 40c.; car-tickets, \$10..... 10 40
	Cartage of mail..... 20
	<hr/>
	33 50
	(For office Solicitor of the Treasury.)
	Mary Harrison :
	Sweeping and cleaning office Solicitor of the Treasury,
	June ..... 20 00
	Washing 7 dozen towels ..... 5 25
	<hr/>
	25 25
July 6.	Washington Gas-Light Company :
	Gas, June ..... 11 10
18.	Western Union Telegraph Company :
	Telegraphing, June..... 14 85
21.	W. H. & O. H. Morrison :
	1 Law Review ..... 1 25
	1 New York Supreme Court Reports ..... 7 00
	1 Andrews' Digest..... 3 00
	1 United States Digest..... 7 50
	1 Grattan's Reports..... 5 50
	1 North Carolina Reports..... 7 00
	1 Nebraska Reports..... 5 50
	1 California Reports..... 6 50
	1 Bissell's Circuit Court Reports ..... 7 50
	1 ed. Missouri Reports..... 15 00
	1 Forsyth's Life Cicero..... 3 50
	1 Maine Reports..... 5 00
	1 Randolph's Life Jefferson ..... 2 50
	1 Benjamin on Sales ..... 7 50
	2 Hadley's Introduction to Roman Law..... 3 00
	1 High on Injunction..... 7 50
	1 Wisconsin Reports..... 5 00

# 14 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.			
July	21. W. H. & O. H. Morrison :		
	1 Rover on Judicial Sales.....	\$6 00	
	1 Nevada Reports .....	7 50	
	1 ed. Iowa Reports.....	12 00	
	1 Illinois Reports.....	6 00	
	1 Law Review, October.....	1 25	
	1 Royall's Digest .....	8 00	
	1 Blatchford's Circuit Court Reports.....	7 50	
	1 Brightley's Digest .....	6 50	
	1 New York Reports.....	3 50	
	2 Federal Digest.....	13 00	
	1 Code Georgia .....	10 00	
	1 Georgia Reports .....	7 00	
	1 Analytical Index to Georgia Reports.....	7 50	
	1 Georgia Digest .....	9 00	
	1 West Virginia Reports.....	6 00	
	1 Missouri Reports .....	5 00	
	1 Bump on Bankruptcy.....	7 50	
	1 Laws Legislature District of Columbia .....	6 00	
	1 ed. New Jersey Reports .....	12 00	
	1 Houston's Delaware Reports.....	24 00	
	1 Hawkins on Wills .....	5 00	
			\$270 00
1874.			
July	3. J. G. Weaver :		
	2 door-springs.....	3 00	
	Repairing and upholstering sofa and chairs.....	6 00	
	Repairing door-lock .....	2 00	
	Repairing 3 chairs.....	1 75	
	Making stamp-box .....	6 00	
	Making 3 incline desk-tops.....	22 50	
	Taking up and cleaning 18 rooms' carpet.....	63 00	
	20 pounds tobacco for carpets .....	10 00	
	Making 1 case.....	50 00	
			164 25
	2. G. N. Rider :		
	Appleton's Annual Cyclopedia .....	6 50	
	Appleton's American Cyclopedia .....	6 00	
			12 50
	American-European Express :		
	Charges on 1 package ex steamer Celtic .....		11 70
	3. W. W. Tarr :		
	1 eight-day calendar clock .....		30 00
	15. William F. Ford :		
	1 Volume Knight's Mechanical Dictionary.....		7 00
	John C. Hogan :		
	Putting up 39 awnings.....	19 50	
	1 cleat, 18; 2 sockets, 50 .....	68	
	Repairing awnings.....	14 00	
	Furnishing 2 awnings .....	18 00	
	Repairing awnings.....	8 24	
			60 42
July	23. W. H. & O. H. Morrison :		
	1 Georgia Reports.....	7 25	
	1 Illinois Reports.....	6 00	
	1 Michigan Reports.....	5 00	
	1 Abbott's Reports.....	7 50	
	1 Memoir of Thomas Ewing.....	3 00	
	1 Lanman's Dictionary of Congress.....	6 00	
	1 ed. Vermont Reports.....	11 00	
	1 California Reports .....	6 00	
	1 Connecticut Reports.....	5 50	
	1 Rhode Island Reports.....	6 50	
	1 ed. Indiana Reports.....	31 50	
	1 Maryland Reports.....	5 25	
	1 Missouri Reports.....	5 00	
	1 Lansing Reports.....	3 50	
	1 Dillon's Circuit Court Reports.....	6 00	
	1 Bissell's Circuit Court Reports.....	7 50	
	1 Connecticut Reports.....	5 50	
	1 Rhode Island Reports.....	6 50	

1874.

July 23. W. H. & O. H. Morrison:		
1 Kent's Commentaries.....	\$20 00	
1 Texas Reports.....	8 00	
1 Massachusetts Reports.....	5 00	
1 New York Court of Appeals Reports.....	3 50	
1 Digest New York Reports.....	30 00	
1 May on Insurance.....	7 50	
1 Curtis on Patents.....	7 50	
1 Pennsylvania Reports.....	5 00	
1 Law Review.....	1 25	
1 diary, 1874.....	1 75	
1 Pennsylvania Reports.....	5 00	
1 North Carolina Reports.....	7 00	
1 ed. Barbour's Reports.....	10 00	
1 Ware's Reports.....	6 00	
1 Code Virginia.....	7 50	
1 Georgia Reports.....	7 50	
1 California Reports.....	6 00	
1 Bissell's Reports, vol. 3.....	6 00	
1 Early's Campaign.....	50	
1 Besphani's Equity.....	7 50	
1 Witherow's Corporation Cases.....	7 50	
1 Bigelow's Insurance Reports.....	7 50	
1 Chitty's Contracts.....	10 00	
1 Bishop on Married Women.....	7 50	
1 Trial Mary Harris.....	75	
1 Trial Captain John Brown.....	25	
1 ed. Burch, Beardsley, and Forrest Divorce Cases.....	1 00	
1 Montana Reports, vol. 1.....	10 50	
1 Law Review.....	1 25	
		\$333 25
23. E. Lewis:		
Scrubbing stairs and cleaning 4th story bank-building.....	10 00	
Adams Express Company:		
Freight on box for New York.....	1 25	
J. J. Lawler:		
Repairing gas-fixtures, &c.....	2 50	
1 burner.....	30	
		2 80
24. James Sheehy & Co:		
1 copy Annual Cyclopaedia, 1873.....	7 50	
24. Adams Express Company:		
Freight on package from Worcester, Mass.....	1 05	
29. Henry Coleman:		
Newspapers.....	09	
Registered letter.....	24	
Dead letter.....	03	
Pins.....	20	
Wire.....	10	
Dead letters.....	09	
Expressage.....	82	
Chinich powder.....	1 00	
Registered letter.....	08	
Expressage on package for New York.....	1 25	
Expressage on package for Richmond.....	30	
Linseed oil.....	25	
Pins.....	25	
Postage, .06; do. for newspapers, .40.....	46	
Brush and comb, 2.00; oil, .10.....	2 10	
Postage.....	42	
		7 68
31. George Wilkeson:		
Salary as messenger from July 1 to 31.....	70 00	
Aug. 1. J. L. Harmon:		
Subscription to Baltimore Sun.....	1 10	
July 31. Robert Beall:		
Life of Pinkney.....	3 00	
American Record.....	2 00	
History of the Currency, (Sumner).....	3 00	
Famous Trials.....	2 50	
Johnson's Narratives.....	6 50	

# 16 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.

July 31. Robert Beall:

Works of Fisher Ames.....	\$3 00
History of the Bank of England.....	2 50
History of the United States, (Graham).....	10 50
Wirt's Patrick Henry.....	2 50
Memoir of John Weils.....	2 25
Trial of Eugene Aram.....	2 00
Tom Paine's Trial.....	2 00
Lord Gordon.....	1 00
Romance of Forum.....	2 50
Charley's Recent Act.....	2 00
Cham. Executive Power.....	1 50
Sumner's Works, vol. 9.....	4 00
Memoir Westminster Hall.....	3 50

\$56 75

Aug. 1. A. J. Joyce:

Cut and nut body bolt.....	50
1 fifth-wheel bolt, 50 cents; 4 thumb-screws, \$1.....	1 50
Remove seat-backs and put in front.....	50
New rubber apron.....	8 00
Repairing spring-roller, \$2; new knobs, 50 cents.....	2 50
Wash and put in lining, \$5; 2 hub-bolts, \$1.....	6 00
Repair pull-to, 75 cents; whip-sockets, &c., \$2.....	2 75
Repair pull-to, 50 cents; 4 bolts, \$2.....	2 50
Put on pull-to, &c., \$1; 2 bolts, \$1.....	2 00
1 C-bolt, 25 cents; key, 13 cents.....	38
Repair pull-to and door check.....	50
Cut and nut shaft bolt.....	25
1 axle-nut, \$1; repair lock and case-door, \$1 50.....	2 50
4 bolts, \$1; 1 nut, \$1.....	2 00
Pair braces and bolts.....	7 00
7 bolts.....	1 75
Repair cushions, &c.....	2 00
Repair axle, &c.....	1 00
Repair shaft, &c.....	1 75
2 points on shaft.....	2 00
2 straps.....	50
Piece hornstay.....	1 50
Nut.....	25
2 bolts.....	50
Piece and set main side-stay.....	4 00
2 C-bolts.....	50
R-cut bolt.....	25

54 88

Mary Harrison:

Sweeping and cleaning office of Solicitor of Treasury July, and washing 5½ dozen towels.....	24 00
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Henry Eagan:

2 dozen soap.....	6 00
2 dozen soap.....	2 00
1 dozen soap.....	1 80
2 dozen matches.....	1 00
2 bars soap.....	25
2 dusters.....	9 00

20 05

Chronicle Publishing Company:

Subscription to date.....	75
---------------------------	----

J. G. Weaver:

Moving case, &c.....	6 00
1 set casters.....	1 50
Fixed locks and keys on desk.....	1 00
Made 4 inclined desk-tops.....	30 00
Made 1 inclined book-stand.....	7 50
1 caster on chair.....	50
Putting up 7 maps on rollers.....	5 25

51 75

Julia Ferguson:

Washing towels, July.....	4 00
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Patrick Sullivan:

Care of 3 horses and carriage, July.....	90 00
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1874.

Aug. 3. Franklin Telegraph Company:		
Telegraphing, July.....		\$33 03
Adams Express Company:		
Freight on package from Lansing, Mich.....		1 15
Robert Beall:		
Half ream legal cap.....	\$3 50	
1 Sedgwick on Damages.....	7 50	
10 reams manilla.....	4 50	
1 inkstand.....	5 00	
1 inkstand.....	50	
1 office Railroad Guide.....	40	
1 Phillips on Liens.....	7 00	
(For Office Solicitor of Treasury)		28 40
5. A. Brown:		
1 month's shoeing-up, July.....		15 00
5. Robert Beall:		
5 quires note.....	2 50	
10 packages envelopes.....	5 00	
3 dozen pencils.....	3 00	
2 dozen packages door-cards.....	7 50	
2 diaries.....	3 00	
4 reams letter.....	20 00	
1 ream legal-cap.....	8 50	
4 packages note.....	5 50	
3 reams legal-cap.....	22 00	
6 bottles mncilage.....	8 00	
1 thousand envelopes.....	9 50	
50 sheets blotting.....	5 00	
2 boxes pens.....	2 00	
4 dozen quarts ink.....	5 00	
3 paper-folders.....	1 00	
10 reams manila.....	4 50	
2 erasers.....	2 00	
3 reams foolscap.....	22 00	
3 boxes pens.....	2 00	
1 dozen spools red tape.....	15 00	
1 thousand envelopes.....	7 50	
6 bottles red ink.....	2 00	
5 dozen pen-holders.....	3 00	
500 envelopes.....	2 50	
6 paper-folders.....	50	
1 paper-weight.....	1 00	
4 dozen inkstands.....	3 00	
4 dozen pencils.....	4 00	
1 dozen quarts ink.....	10 00	
6 gross bands.....	4 50	
10 reams of waste paper.....	4 50	
4 rubber pen-holders.....	1 50	
1 paper-folder.....	50	
1 paper-weight.....	1 00	
2 boxes pens.....	3 00	
		201 50
6. Western Union Telegraph Company:		
Telegraphing, July.....		23 30
6. Western Union Telegraph Company:		
Telegraphing for Office Solicitor of Treasury, July.....		8 35
19. J. G. Weaver:		
Caning and repair, chairs.....	2 00	
Caning two chairs.....	3 50	
Mending one chair.....	1 00	
Took and cleaned six carpets.....	21 00	
Put down six carpets.....	21 00	
2 sets casters and blocks on desk.....	6 00	
(For Office Solicitor of Treasury.)		54 50
19. J. G. Weaver:		
Mending one stool.....	1 25	
Mending one file-case.....	5 00	
Mending one towel-rack and six hooks.....	3 00	

H. Ex. 106—2

# 18 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.			
Aug.	19.	Covered one table.....	\$8 00
		Making one desk.....	70 00
			<hr/>
			\$87 25
	22.	John M. Judd :	
		1 copy Life of Charles Sumner.....	1 50
July	1.	Solomons & Chapman :	
		4 rubber holders.....	1 20
		1 thousand envelopes.....	1 13
		1 ream manila.....	4 00
		4 dozen holders.....	3 00
	3.	1 inkstand.....	60
	11.	2 gross bands.....	2 50
	17.	1 bracket fastener.....	30
		2 gross pens.....	2 00
		2 gross pens.....	2 00
		2,000 envelopes.....	16 00
		500 envelopes.....	4 50
		12 gross bands.....	3 00
		1 ream note.....	3 00
	18.	1,000 fasteners.....	3 00
		(For Office Solicitor Treasury.)	
			<hr/>
			46 23
	18.	George W. Paschal :	
		1 copy Paschal's Digest Decisions.....	15 00
	25.	T. & J. W. Johnson :	
		1 Dana's Reports.....	10 00
		1 Dudley's Georgia Reports.....	6 00
		1 Idaho Reports.....	6 00
			<hr/>
			22 00
	26.	Great Falls Ice Company :	
		Ice.....	97 40
Aug.	21.	George Wilkeson :	
		Salary for driving Department carriage, August.....	70 00
	31.	T. & J. W. Johnson :	
		1 Dana's Kentucky Reports.....	5 50
		Postage.....	19
			<hr/>
			5 69
	29.	Washington Gas-Light Company :	
		Gas, July.....	6 25
	31.	Patrick Sullivan :	
		Care three horses, August.....	90 00
	31.	Julia Ferguson ;	
		Washing towels, August.....	4 00
	31.	Chronicle Publishing Company :	
		Subscription, August.....	75
Sept.	1.	Mary Harrison :	
		Sweeping, &c., office Solicitor, August.....	20 00
		Washing four dozen towels.....	3 00
			<hr/>
			23 00
	1.	The Graphic Company :	
		Subscription.....	12 00
	2.	Helphestine & Bentley :	
		Brush, \$2.50 ; comb, 75 cents.....	3 25
		5 cakes soap.....	1 25
			<hr/>
			4 50
		(For Office Solicitor of Treasury.)	
	2.	George Wilkeson :	
		100 Washington and Georgetown Railroad tickets.....	5 00
	5.	Franklin Telegraph Company :	
		Telegraphing, August.....	31 98
	7.	Baltimore and Potomac Railroad Company :	
		Freight on two cases from New York.....	1 14
		Delivery.....	76
			<hr/>
			1 90
	7.	Washington Gas-Light Company :	
		Gas, August.....	8 50
	10.	J. W. Boteler & Bro. :	
		1 dozen cut goblets.....	1 50
	11.	W. T. Minor :	
		Freight paid on two parcels.....	1 70
	21.	Western Union Telegraph Company :	
		Telegraphing for Office Solicitor of Treasury, July.....	4 00

# CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE. 19

1874.		
Sept. 14.	H. Sempken :	
	Repairing ice-pitchers.....	\$1 50
23.	N. Steffan :	
	Putting in and glazing twelve lights.....	21 00
24.	A. R. Shepherd & Co. :	
	6 boxes tapers.....	3 50
Oct. 1.	Mary Harrison :	
	Cleaning office Solicitor of Treasury, September.....	\$20 00
	Washing four dozen towels.....	3 00
	2 brooms.....	80
		23 80
Sept. 30.	George Wilkeson :	
	Salary due driving Department carriage, September.....	70 00
12.	Western Union Telegraph Company :	
	Telegraphing for Office Solicitor of Treasury, August.....	7 87
Oct. 1.	Henry Coleman :	
	Washing towels quarter ending September 30, 1874.....	24 00
Sept. 12.	Western Union Telegraph Company :	
	Telegraphing, August.....	15 56
Oct. 1.	Hiram Michaels :	
	Car-tickets, expressage, and telegrams, Office Solicitor of Treas- ury, October.....	6 95
Sept. 30.	F. A. Fill & Co. :	
	Subscription to New York Herald, World, and Times.....	7 23
Sept. 24.	Herman Baumgarten :	
	Repairing two door-locks.....	50
	Fitting three keys.....	75
	Repairing three locks.....	60
	Repairing mail-bag.....	50
	Fitting four keys.....	1 00
	Repairing four locks.....	80
	8 key-tags.....	1 25
	Hanging forty pictures.....	15 00
	164 yards picture-cord.....	49 20
	60 yards picture-cord.....	9 00
	Fitting one key.....	25
	Repairing one key.....	15
	Repairing door-lock.....	40
	Repairing newspaper-file.....	20
	Repairing one clock.....	2 00
		81 60
9.	J. G. Weaver :	
	Piecing case.....	18 00
	Making case.....	35 00
	(For Office Solicitor Treasury.)	53 00
4.	Lutz & Brother:	
	Repairing two collars, \$1.50; repairing collar, 75 cents.....	2 25
	1 whip, \$3; repairing strap, 25 cents.....	3 25
	Repairing strap, 50 cents; repairing bridle, 25 cents..	75
	Repairing harness, 50 cents; repairing, \$2.50.....	3 00
	Repairing three collars and traces.....	2 75
	2 patent-leather collars.....	10 00
	Repairing harness, \$1.50; repairing harness, \$2.....	3 50
	Repairing harness.....	2 50
		28 00
10.	Robert Beall:	
Aug. 7.	$\frac{1}{2}$ ream legal cap.....	3 75
12.	1 box pens.....	1 00
14.	1 box quill pens.....	1 50
18.	$\frac{1}{2}$ dozen quarts ink.....	4 50
	$\frac{1}{2}$ dozen mucilage.....	2 00
	1 $\frac{1}{2}$ dozen clips.....	3 00
	1 quart mucilage.....	1 25
	1 mucilage-stand.....	2 00
	2 gross pens.....	2 00
	1 gross bands.....	1 50
31.	500 envelopes.....	2 50
	$\frac{1}{2}$ ream note.....	2 25
	1 dozen Bristol-board.....	1 00

(For Office Solicitor of Treasury.)

## 20      CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.

Aug. 17. T. & J. W. Johnson:

	1 Robinson's Practice.....		\$8 00
	4. R. Jones:		
	1 copy Life Chief-Justice Chase.....		6 00
	23. G. N. Rider:		
	Appleton's American Cyclopedia, 2 volumes .....		12 00
Oct.	1. Patrick Sullivan:		
	Care three horses, part September.....		48 00
	21. A. Brown:		
	22 shoes.....		11 00
	21. Washington Law Reporter:		
	Subscription to October 6, 1874.....		1 25
	21. Chronicle Publishing Company:		
	1 copy Daily Morning Chronicle.....		75
	21. Julia Ferguson:		
	Washing towels one month.....		4 00
	21. New York Tribune:		
	9 months' subscription to Daily Tribune, for Office So- licitor of Treasury.....		7 50
	3. Robert Beall:		
Aug. 11.	1 vial pounce.....	\$0 30	
	1 pounce-box.....	1 00	
	500 envelopes.....	2 50	
	24. 2 dozen pieces taste .....	1 50	
	1 dozen needles.....	50	
	25. 2 reams legal-cap.....	15 00	
Sept. 4.	100 pen-holders.....	5 00	
	12 pots mucilage .....	3 50	
	1 ream note.....	4 00	
	2 waste-baskets .....	3 00	
	1 ream wrapping.....	10 50	
	10. 1 ream legal-cap.....	8 00	
	3 reams legal-cap.....	22 50	
	11. 2 pen-holders, rubber.....	80	
	16. 2 boxes pens.....	3 25	
	500 envelopes .....	2 25	
	17. 2 dozen pencils, \$5; 1/2 dozen bottles ink, \$5.....	10 00	
	22. 2 bundles waste, \$9; twelve quarts ink, \$15.....	24 00	
	25. 1 dozen rolls tape.....	7 50	
			125 10
	3. Robert Beall:		
	Sumner's Works.....	4 00	
	Memoirs Westminster Hall.....	3 50	
	1 Science Law.....	1 75	
	1 Memoir of J. Q. Adams .....	5 00	
	Lives of Remarkable Criminals.....	6 00	
			20 25
	6. Baltimore Sun:		
	Subscription two months .....	1 10	
	Franklin Telegraph Company:		
	Telegraphing, September .....	66 93	
	Washington Gas-Light Company:		
	Gas, September.....	11 00	
	Wm. H. Dunn:		
	2 fine walnut office-desks .....	150 00	
	2 fine walnut office-chairs.....	40 00	
			190 00
	7. Perry & Brother:		
	1 dozen towels .....	6 00	
	3 dozen.....	2 25	
			8 25
	8. Thos. Kelly:		
	Hack-hire 1 1/2 hours .....	1 50	
	10. Washington Nailor:		
	Livery of 3 horses 15 days.....	45 00	
	14. Adams Express Company:		
	Freight on box from New York.....	1 75	
	14. Geo. Monroe:		
	Hauling books to post-office.....	2 00	



1874.

Sept. 15. Western Union Telegraph Company :		
Telegraphing for Office Solicitor of Treasury, September.....	\$21	62
Western Union Telegraph Company :		
Telegraphing, September.....	29	66
Great Falls Ice Company :		
Ice .....	123	20
17. Thos. Bender :		
Hack-hire.....	1	00
14. A. J. Falls :		
Going to New York on official business and returning,		
railroad-fare and sleeping-car.....	\$11	50
Hack-hire in New York.....	3	50
Hotel bill .....	9	50
Railroad-fare and sleeping-car.....	11	50
Omnibus to depot .....	75	
		36 75
23. John C. Hogan :		
Repairing awnings .....	4	31
Taking down 37 awnings .....	18	50
		22 81
14. Little, Brown & Co. :		
1 DeGex, MacN. & Naughton.....	30	00
1 DeGex & Jones.....	5	00
1 DeGex & Jones.....	5	00
1 Eng. Reports 1872, and binding.....	57	50
1 DeGex & Jones.....	5	00
1 DeGex & Jones.....	5	00
1 DeGex, Fisher & Jones.....	5	00
1 DeGex, Fisher & Jones.....	5	00
1 DeGex, Fisher & Jones.....	5	00
1 DeGex, Fisher & Jones.....	5	00
1 DeGex, Jones & Smith.....	5	00
1 DeGex West. Chy. Reports.....	50	00
1 DeGex, Jones & Smith.....	5	00
1 Eng. Reports.....	55	75
1 DeGex, Jones & Smith.....	5	00
1 vol. 2 Dig. Eng. Reports .....	8	00
1 DeGex, Jones & Smith.....	5	00
		261 25
19. Henry Coleman :		
Express, telegrams, hack-hire, car-tickets, picture-cord, &c.....	19	14
23. Henry Coleman :		
Car-tickets, telegraph, express, labor, &c .....	9	55
3. Adams Express Company :		
Freight on parcel from Missouri.....	1	25
24. John Shorter :		
4 days' labor .....	4	00
Andrew J. Joyce :		
3 C-bolts.....	75	
New spring-lock.....	2	50
2 lamp-nuts.....	25	
Cover frame.....	2	00
New toe-rail .....	2	50
3 bolts.....	75	
1 new rim, \$3; setting 4 tires, \$5 .....	8	00
6 bolts, \$1.50; 5 bolts, 50c.....	2	00
Setting toe-rail and 4 screws.....	50	
Piece rockers and new front bottom .....	25	00
Cover 7 glass frames .....	21	00
Rubber apron .....	7	00
2 leather curtains .....	14	00
Rep sash.....	50	
2 silk curtains.....	3	00
Cover inside rockers, new carpet.....	3	00
Cover outside rockers, new leather.....	3	50
2 rugs .....	12	00
7 buttons .....	50	
1 point or shaft .....	50	
2 oil-carpets.....	2	00
Skinning down, painting, and varnishing carriage.....	50	00

## 22 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.

Sept. 24. Andrew J. Joyce :			
	2 new steps and covers, bolts, nuts, and repair trim-		
	ming .....	\$22 50	
	Painting riums .....	2 50	
	4 bolts .....	50	
			\$186 75
24. G. N. Rider :			
	Appleton's American Cyclopædia for office Solicitor of		
	Treasury .....		14 00
29. H. E. Fig :			
	Brass die, Department of Justice .....		14 00
30. C. P. Howell :			
	Cleaning 382 yards carpet .....	38 20	
	Cleaning rugs .....	1 50	
			39 70
31. George Wilkeson :			
	Salary for driving Department carriage, October .....		70 00
F. A. Fill & Co. :			
	1 month's subscription New York Republic .....		1 50
Robert Beall :			
	History of Germany .....		
	Cairnes's Political Economy .....		
	Lieber on Civil Liberty .....		
	John of Barneveld .....		
	Matthus on Population, \$4; Walker on Indian Ques-		
	tion, \$1.50 .....	5 50	
	Plato's Dialogues, \$8; Carey's Social Science, \$10. ....	18 00	
	German Emperors, \$3; Bigelow's Life Franklin, \$7.50. ....	10 50	
	Emerson's Prose, \$5; Froude's Ireland, \$7.50 .....	12 50	
	List Emigrants, Exiles, &c., to America .....	10 50	
	Everett's Orations, \$3; Life Samuel Adams, \$12.50 ....	15 50	
	Life Lord Denman, \$7.50; Annual Register, 80 volumes,		
	\$55 .....	62 50	
	Railroad Conspiracy Case .....	3 30	
	Life Admiral Foote .....	3 50	
			157 30
Chronicle Publishing Company :			
	Subscription, October .....		75
Robert Beall.			
Oct.	2.	1 package note .....	2 00
		6 dozen pencils .....	6 00
		4 gross bands .....	4 75
		4 gross bands .....	8 00
		4 gross bands .....	9 50
		1 great gross bands .....	3 00
	5.	3 reams legal cap .....	22 50
	9.	1 ream pocket note, ruled .....	6 50
		1 ream pocket note, plain .....	6 00
	10.	6 balls twine .....	2 00
	15.	1 dozen bottles mucilage .....	15 00
		1 dozen bottles ink .....	10 00
		3 reams note .....	12 00
		1 gross bands .....	1 00
		3 reams legal cap .....	22 50
		1 ream legal cap .....	8 50
		2,000 envelopes .....	23 00
		1,000 letter envelopes .....	20 00
		3 dozen pencils .....	3 00
	16.	1 box note and envelopes .....	1 50
		500 envelopes .....	5 50
		1 ream note .....	7 00
		Stamping above, "Department Justice." .....	11 00
	21.	1 dozen packs door-cards .....	3 50
	22.	2 press-books .....	9 50
	22.	2 letter-clip boards .....	1 50
			224 75
1874.			
Oct. 31. W. H. & O. H. Morrison :			
	Pitman's Lives Assassins .....	3 50	
	1 Political Code, California .....	8 00	
	1 Civil Code, California .....	8 00	

# CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE. 23

1874.

Oct. 31. W. H. & O. H. Morrison :

1 Civil Procedure, California.....	\$8 00
1 Penal Code, California.....	4 00
1 Comp. Laws, Nevada.....	16 00
1 New York Reports.....	3 50
1 Memoir J. Q. Adams.....	5 00
1 California Reports.....	6 50
1 Indiana Treason Cases.....	4 00
1 Pennsylvania Reports.....	5 00
1 Famous Trials.....	2 25
1 Laws of District of Columbia.....	3 50
1 Lowenstein's Trial.....	2 50
1 Illinois Reports.....	6 50
1 Maine Reports.....	5 00
1 Barbour's Chancery Reports.....	7 50
1 Georgia Reports.....	7 50
1 Massachusetts Reports.....	5 00
1 Trial of Lowenstein.....	2 00
1 Trial of Black.....	75
1 Law Review.....	1 25
1 Louisiana Annual Reports, vol. 25.....	9 50
1 Illinois Reports.....	6 00
1 New York Court of Appeals Reports.....	3 50
1 Louisiana Annual Reports, vol. 54.....	9 50
1 Poor's Manual of Railroads.....	5 20
1 Life John Adams.....	5 00
1 Illinois Reports.....	6 50
1 North Carolina Reports.....	7 50
1 High on Legal Remedies.....	7 50
1 Phillips' Mechanics' Lien.....	7 50
1 Pennsylvania Reports.....	5 00
1 Illinois Reports.....	6 00
1 United States Digest.....	7 50
1 California Reports.....	6 50
1 New York Supreme Court Reports.....	5 00
1 edition Missouri Reports.....	10 00
1 Grattan's Virginia Reports.....	6 00
1 Missouri Reports.....	5 00
1 Alabama Claims.....	2 50
1 edition Arkansas Reports.....	13 00
2 Rules Supreme Court.....	3 00
1 New York Supreme Court Reports.....	3 50

\$255 95

Oct. 11. W. H. & O. H. Morrison :

July 17. 1,000 envelopes.....	11 00
2 erasers.....	80
12. 1 dozen packs of cards.....	1 20
20. 2 reams legal cap.....	13 00
2 reams letter.....	10 00
21. 1 ream letter.....	3 50
22. 500 pardon envelopes.....	9 00
50 sheets blotting.....	5 00
25. 1 quart ink.....	1 25
26. 1/2 dozen quarts ink.....	7 50
23. 1/2 dozen erasers.....	1 40
1 calendar.....	1 25
1/2 dozen rubbers.....	3 00
1 dozen rubber-holders.....	3 25
4 gross pens.....	5 00
6 dozen pencils.....	6 00
3 boxes fasteners.....	1 25
3 Moore's blotters.....	2 25
1 dozen pieces sponge.....	1 25
1,000 envelopes.....	10 00
500 envelopes.....	10 00
Aug. 1. 1 calendar, \$1.25; ruler, 75; card-board.....	2 10
1 blank book.....	3 50
7. 2 rulers.....	1 50
9 boxes fasteners.....	3 30
2 boxes pens.....	4 00
2 boxes pens.....	3 00

# 24      CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.				
Aug.	8.	6 blotters, \$3; one pair shears, \$1 .....	\$4 00	
		50 sheets blotting .....	5 00	
	10.	5 reams letter .....	40 00	
	12.	1 ream note .....	7 00	
		500 envelopes .....	5 00	
	15.	3 reams letter .....	15 00	
		6 boxes bands .....	8 25	
		1 inkstand .....	2 00	
	21.	1 bottle ink .....	1 25	
		1 box pens .....	2 50	
	24.	1 ream note .....	6 50	
	31.	500 envelopes .....	3 50	
Sept.	3.	2 pen-racks, 60; and five paper-weights .....	3 60	
		5 paper-cutters and five sponge-cups .....	6 00	
		5 gross pens .....	3 00	
	5.	100 sheets blotting .....	10 00	
	8.	1 quart ink .....	1 50	
	9.	1 quart ink .....	1 00	
		4,000 envelopes .....	34 00	
	15.	1 box pens .....	1 00	
	21.	12 pieces rubber .....	1 75	
		½ dozen erasers .....	3 72	
	22.	1 dozen taste .....	3 00	
		1 copying-brush .....	62	
		3 ribbons for stamps .....	6 00	
	24.	2 great gross bands .....	4 00	
		2 boxes pens .....	2 50	
	25.	1 ream foolscap .....	6 00	
		6 reams letter .....	48 00	
				\$359 99
Nov.	2.	Adams Express Company:		
		Freight on box from Mass .....		1 15
	2.	J. G. Weaver:		
		Making 10 pack-boxes .....	15 00	
		Altering and putting down 2 carpets .....	7 50	
		Made and put down 49 yards carpets .....	7 05	
		Put down 15 room-carpets .....	45 00	
				74 55
	2.	Hiram Michaels:		
		1 feather duster .....	3 75	
		1 dozen soap .....	1 50	
		1 dozen glycerine .....	1 50	
		½ gross matches .....	88	
				7 63
		(For Solicitor of Treasury.)		
	2.	Mary Harrison:		
		Cleaning office Solicitor Treasury, October .....	20 00	
		Washing 6½ dozen towels .....	4 88	
		Putting loops on 1 dozen, &c. ....	1 00	
				25 88
	3.	Julia Ferguson:		
		Washing towels, October .....	4 00	
	2.	J. G. Weaver:		
		Mending 3 chairs .....	2 00	
		Covered 3 desks .....	30 00	
		Covered and varnished 2 desks .....	20 00	
		Made 3 inclined desk-tops .....	22 50	
		Made and put up 2 shades .....	13 60	
		Made 2 blocks for desk .....	1 00	
		Made 2 book-stands .....	15 00	
		Made and put up 5 shades .....	22 50	
		Made and put up 1 curtain .....	25 00	
		Made and put up 1 cornice .....	6 50	
		Put up 4 lambrequin curtains .....	4 00	
		Put on 2 sets casters on case .....	5 00	
		Removed and repaired furniture .....	15 00	
		Upholstered lounge .....	22 50	
		Mended 2 chairs .....	1 00	
		Put down cocoa matting .....	12 00	
		Put up and repaired 3 curtains .....	3 00	

# CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE. 25

1-74.	3. Chronicle Publishing Company :		
Nov.	For advertising proposals for stationery, 48 lines every other day, at 25 cents per line, each and every insertion.....	\$96 00	
	3. Washington Sailor :		
	To livery 3 horses to date.....	\$90 00	
	3. Franklin Telegraph Company :		
	Telegraphing, October.....	66 01	
	3. Sunday Morning Chronicle :		
	Advertising proposals stationery, 46 lines, 2 times.....	14 72	
	4. National Republican :		
	Advertising proposals for stationery, 45 lines, each 7 times....	78 75	
	4. Robert Beall :		
Sept. 21.	1 Science Law .....	1 75	
Oct. 8.	1 Chitty on Contracts.....	13 00	
21.	1 Perry on Trusts.....	13 50	
	For Office Solicitor of Treasury.		28 25
Oct. 4.	Robert Beall :		
Sept. 22.	1 memorandum-book.....	50	
24.	3 dozen pencils.....	3 00	
	1 inkstand.....	1 50	
30.	6 erasers.....	3 00	
Oct. 8.	500 envelopes.....	2 00	
27.	1 box pens.....	1 50	
	1 dozen sheets bristol-board.....	1 00	
29.	1 quart ink.....	4 50	
			17 00
	6. S. D. Skeen :		
	Shoeing horse.....	3 50	
	Medical attendance.....	2 00	
			5 50
	7. Wm. F. Ford :		
	Volume 2 Knight's Mechanical Dictionary.....	7 00	
	9. Washington Gas-Light Company :		
	Gas, October.....	17 00	
Nov. 7.	Adams Express Company :		
	Freight on trunk to Saint Louis.....	9 75	
	10. Solomon & Chapman :		
	1 McPherson's Hand-Book.....	2 50	
Nov. 10.	Solomons & Chapman :		
Aug. 4.	1 dozen rolls pins.....	1 25	
Sept. 25.	5 reams letter.....	15 00	
	3 boxes seals.....	50	
	1/2 pound sponge.....	50	
	1/2 pound sponge.....	75	
Oct. 31.	10 reams letter.....	42 50	
	1 pin-cushion.....	50	
	1 McGill's punch.....	35	
	1 box fasteners.....	40	
	(For Office Solicitor of Treasury.)		61 75
Nov. 11.	Robert Beall :		
Oct. 23.	2 reams legal-cap.....	15 00	
	2 ream letter.....	5 00	
	4 packages note.....	8 00	
	2,000 envelopes.....	5 50	
29.	3 bottles ink.....	3 00	
	6 dozen pencils.....	6 00	
	3 gross bands.....	2 50	
			45 00
	Bishop & Hazard :		
	New York Herald, September and October.....	3 00	
	Daily Chronicle.....	2 50	
		5 50	
	Less 6 dailies.....	35	
			5 15
Nov. 13.	The Evening Star Company :		
	To advertising proposals for stationery, 11 evenings.....	45 65	
	J. B. Dawson :		
	1 1/2 cords wood, sawing, &c.....	18 00	
	H. Ex. 106—3		



# 26      CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.

Nov.	20.	Herman Baumgarten:		
		2 No. 4 stamp-ribbon.....		\$2 00
	21.	Western Union Telegraph Company:		
		Telegraphing, October.....		94 99
		Western Union Telegraph Company:		
		Telegraphing for Office Solicitor of Treasury, October.....		20 63
		J. G. Weaver:		
		Weather-stripping 5 windows.....		21 20
		J. G. Weaver:		
		Making 138 file-boxes for Office Solicitor of Treasury.....		97 50
	30.	George Wilkeson:		
		Salary for driving Department carriage, November.....		70 00
	28.	National Republican Company:		
		Subscription.....		1 50
	30.	J. W. Boteler & Bro.:		
		3 bottles Klinzer.....		1 50
		3 bottles Klinzer.....		1 50
		$\frac{1}{2}$ dozen spittoons, \$3.75; 10 pounds soda, 50 cents....	\$4 25	
		1 gross soap.....	30 00	
		1 ice-pitcher.....	22 00	
		1 table, \$6.50; 2 dozen towels.....	24 50	
		1 waiter.....	16 00	
		2 goblets.....	2 50	
				102 25
		Chronicle Publishing Company:		
		Subscription.....		75
Dec.	1.	Hiram Michaels:		
		Car-tickets, for Office Solicitor of Treasury.....		4 75
		Mary Harrison:		
		Sweeping, &c., office Solicitor of Treasury, October...	20 00	
		Washing $5\frac{1}{2}$ dozen towels.....	4 00	
				24 00
		J. L. Harmon:		
		Subscription to Baltimore Sun.....		1 10
		Julia Ferguson:		
		Washing towels, 1 month.....		4 00
		Washington Nailor:		
		1 month's livery of 3 horses.....		90 00
Nov.	30.	F. A. Fill & Co.:		
		1 month's subscription to New York Republic.....		1 50
Dec.	2.	A. Brown:		
		32 new shoes, (horse).....		16 00
	2.	Franklin Telegraph Company:		
		Telegraphing, November.....		54 73
	2.	Henry Egan:		
		2 dozen matches, (boxes).....	60	
		2 bars soap.....	25	
		2 bars soap.....	25	
		2 dozen matches.....	60	
		2 bars soap.....	25	
		2 chamois.....	1 50	
		6 whisks, \$1.50; $\frac{1}{2}$ gum arabic, 75 cents.....	2 25	
		Stove-polish, 10 cents; 2 dozen matches, 50 cents....	60	
		Emory-box, 15 cents; 2 dozen matches, 50 cents.....	65	
				6 95
	4.	Win. S. Mitchell & Co.:		
		6 yards wire-cord.....	90	
		48 yards carpet.....	120 00	
		34 $\frac{1}{2}$ yards carpet.....	51 19	
				172 09
	5.	Western Union Telegraph Company:		
		Telegraphing, November.....		80 44
	9.	A. F. Lewis:		
		5 gross pens.....		5 00
Dec.	1.	Robert Beall:		
Nov.	6.	50 pieces eraser.....	2 50	
	11.	2 reams note.....	7 00	
	11.	2 packages note.....	3 00	
	11.	500 envelopes.....	2 00	
	10.	2 erasers.....	50	

## CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE. 27

1874.			
Nov. 12.	2 boxes pens.....	\$2 00	
	1 box pens.....	1 50	
	1 box official seals.....	40	
	1 memorandum-book.....	50	
	(For Office Solicitor of Treasury.)		\$19 40
Dec. 1.	Robert Beall:		
Nov. 2.	3 reams legal cap.....	21 50	
7.	2 packages note.....	4 00	
11.	2 dozen ink.....	8 10	
12.	100 sheets blotting, \$2.35; 1 ream waste.....	3 01	
	1 dozen red and blue pencils, 76 cents; 1 quart ink...	1 11	
	1 dozen silk taste.....	85	
	1 ball twine, 40 cents; 1 ball hemp, 21 cents.....	61	
17.	1 paper-weight.....	1 00	
			40 18
17.	Robert Beall:		
	1 Railroad Guide.....	40	
	Sedwick's Statute Law.....	7 50	
	(For Office of Solicitor Treasury.)		7 90
17.	Robert Beall:		
	1 set Parkman's Works.....	17 50	
	1 German Universities.....	1 75	
	Sedwick's Statute Law.....	7 50	
	1 Baily's Dictionary.....	3 00	
	1 Fields' Memoirs.....	2 00	
	Memoir of Adams.....	5 00	
			36 75
Dec. 7.	Bishop & Hazard:		
	Daily New York Herald.....	1 50	
	Daily Chronicle.....	1 25	
			2 75
8.	Western Union Telegraph Company:		
	Telegraphing for Office of Solicitor of Treasury, November...		13 99
11.	Herman Baumgarten:		
	1 door-key.....	50	
	Hanging picture.....	3 00	
	Hanging 3 clocks, and repairing same.....	3 50	
	5 picture-nails.....	75	
	Hanging 2 bells.....	2 50	
	Repairing 2 locks.....	25	
	Fitting 2 keys.....	50	
	Picking locks.....	15	
	1 yard picture-cord.....	15	
	1 door-key.....	50	
	1 dock-key.....	25	
	Picking 3 locks and repairing.....	30	
	Fitting 2 keys.....	50	
	Fitting 1 key.....	25	
	1 German-silver label.....	20	
	Gilt tacks.....	25	
			13 55
12.	W. D. Wyvill:		
	Reset grate and casing.....	12 00	
	Casing 3 fire-places.....	30 00	
	1 grate.....	10 00	
	Repairing grate and new basket.....	16 00	
			68 00
Dec. 12.	Washington Gas-Light Company:		
	Gas, November.....		17 00
11.	Jacob Brekers:		
	5 days' labor.....		4 00
15.	George W. Paschal:		
	2 volumes Paschal's Digest.....		25 00
14.	W. F. Morgan & Company:		
	Free permit for Abyssinia.....	3 00	
	Freight.....	5 98	
	Cartage.....	1 50	
	General order storage.....	95	
	Freight.....	1 75	
			13 18

# 28 CONTINGENT EXPENSES OF DEPARTMENT OF JUSTICE.

1874.

Dec. 18. William Whelan :			
	Changing and hanging chandeliers and running gas-		
	pipe; 10 feet pipe.....	\$2 00	
	5 fittings.....	60	
	1-2 ft bracket.....	8 00	
	1 argand chimney.....	20	
	Gas-fitter and assistant one day.....	6 00	
			\$16 00
23. Henry Coleman :			
	Washing towels, one quarter.....		24 00
31. George Wilkeson :			
	Salary for driving Department carriage, December.....		70 00
24. A. F. Lewis :			
	4 gross pens.....		6 00
31. G. W. Smith :			
	Washing towels, one month.....		4 00
26. W. F. Morgan & Company :			
	Delivery order per steamer Java.....	3 00	
	Freight.....	5 98	
	General order storage.....	95	
	Cartage.....	1 50	
	Returning money.....	25	
			11 63
29. Adams Express Company :			
	Freight on box from New York.....		1 60
31. J. B. Dawson :			
	2½ cords oak wood.....	20 00	
	Sawing, &c.....	10 00	
			30 00
Bishop & Hazard :			
	Daily Herald and Chronicle to December 31, 1874.....		2 70
Mary Harrison :			
	For cleaning, &c., office Solicitor of the Treasury, and		
	washing 5½ dozen towels, December.....		24 44
Hiram Michaels :			
	Express charges.....	75	
	Street-car tickets.....	3 00	
	Soap.....	1 00	
	Brooms, ½ dozen.....	2 40	
	(For Office Solicitor Treasury, December.)		
			7 15
Total amount expended from January 1, 1874, to			
January 4, 1875.....			14, 175 92





SCHEDULE OF CLAIMS ALLOWED.

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L E T T E R

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

*In compliance with the act of June 16, 1874, a schedule of claims under the act of July 4, 1864, examined and allowed since June 30, 1874.*

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JANUARY 14, 1875.—Referred to the Committee on War-Claims and ordered to be printed.

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TREASURY DEPARTMENT,  
*Washington, D. C., December 31, 1874.*

SIR: In compliance with the second section of the act of Congress approved June 16, 1874, I transmit herewith a schedule of 279 claims under the act of July 4, 1864, examined and allowed by the proper accounting officers since June 30, 1874, amounting to \$111,299.41.

The evidence and papers in each case, which are voluminous, accompany this letter.

Very respectfully,

B. H. BRISTOW,  
*Secretary.*

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

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*Schedule of claims allowed by the Third Auditor and Second Comptroller of the Treasury under the provisions of the act of July 4, 1864, and transmitted to the Secretary of the Treasury, December 7, 1874, amounting to the sum of \$111,299.41.*

Francis Abell, Marion County, Kentucky, \$782.30.

J. G. Abell and J. A. Raley, administrators of the estate of Calistus Abell, deceased, Marion County, Kentucky, \$913.75.

Conrad Ackermann, Kenton County, Kentucky, \$178.70.

Lucy Acock, Polk County, Missouri, \$18.

David Adair, Knox County, Tennessee, \$13.

Barnabas Alder, Marion County, Tennessee, \$616.  
 Abigail Alexander, Hamilton County, Tennessee, \$82.50.  
 Jacob Alt, sr., Pendleton County, West Virginia, \$100.  
 James W. Anderson, administrator of the estate of John W. Anderson, deceased, Rockville, Md., \$670.  
 Jesse Applewhite, Shelby County, Tennessee, \$4,400.  
 McAger Anderson, Fayette County, West Virginia, \$1,428.  
 Samuel Bales, Graves County, Kentucky, \$140.  
 A. M. Bantz, Frederick County, Maryland, \$85.44.  
 Matilda Barber, Clay County, West Virginia, \$100.  
 Jacob Barnes, Hamilton County, Tennessee, \$248.91.  
 Moses M. Barnes, Boone County, Missouri, \$60.  
 Joseph A. Bartles, Wyandotte County, Kansas, \$90.  
 William Baskett, Phelps County, Missouri, \$120.  
 John Batzner, Franklin County, Indiana, \$125.  
 C. H. Bennett, Crittenden County, Kentucky, \$125.  
 Joseph M. Bratton, administrator of the estate of H. B. Holland, deceased, Franklin County, Tennessee, \$52.50.  
 A. Brown, Marion County, Tennessee, \$284.75.  
 William T. Bryant, Clay County, Missouri, \$240.  
 Alfred W. Bull, Pike County, Illinois, \$100.  
 M. T. Byrn, Williamson County, Tennessee, \$760.  
 Nathaniel Brewer, Henry County, Tennessee, \$195.  
 James T. Blackford, Saint Louis County, Missouri, \$125.  
 Harvey S. Brewer, Boyle County, Kentucky, \$85.  
 James Bricon, Montgomery County, Kentucky, \$372.  
 James Brumfield, Boyle County, Kentucky, \$750.  
 Henry Burnett, Davidson County, Tennessee, \$121.  
 Philip H. Buckner, Hart County, Kentucky, \$522.50.  
 W. L. Caldwell, Boyle County, Kentucky, \$27.75.  
 Jesse Campbell, Madison County, Kentucky, \$150.  
 D. B. Carlisle, administrator of the estate of Henrietta L. Cleardy, deceased, Montgomery County, Tennessee, \$220.  
 Alfred Carr, Washington County, Tennessee, \$201.25.  
 Francis M. Carr, Stone County, Missouri, \$45.  
 Calvin Chandler, Sevier County, Tennessee, \$427.40.  
 Thomas Christian, Fayette County, Kentucky, \$305.  
 John F. Cobey, Charles County, Maryland, \$228.60.  
 Oliver P. Coblentz, Frederick County, Maryland, \$600.  
 W. K. Clay, Saline County, Missouri, \$115.  
 William L. Colerider, Upshur County, West Virginia, \$51.  
 Pinckney D. Compton, Cumberland County, Kentucky, \$105.  
 Chester C. Cousins, Mercer County, Missouri, \$80.  
 Harrison Cox, Cumberland County, Kentucky, \$110.  
 James T. Cox, Adair County, Kentucky, \$100.  
 John C. Cox, Newton County, Missouri, \$150.  
 Josiah Crampton, Washington County, Maryland, \$250.  
 Samuel J. Crowe, administrator of the estate of Eliza C. Jones, deceased, Franklin County, Missouri, \$75.  
 George W. Carrell, Laurel County, Kentucky, \$10.  
 Alexander Cleage, McMinn County, Tennessee, \$880.  
 J. C. Christie, Jewell County, Kansas, \$390.  
 Francis P. Clay, Bourbon County, Kentucky, \$900.  
 John Crampton, Washington County, Maryland, \$2,343.  
 Solomon T. Cravens, Massac County, Illinois, \$130.  
 Moses F. Cunningham, Wilson County, Tennessee, \$150.

Jacob Demmen, Kenton County, Kentucky, \$220.  
 Andrew Devine, Washington County, Kentucky, \$125.  
 Frank Devine, Washington County, Kentucky, \$120.  
 Levi B. Dodson, McMinn County, Tennessee, \$305.  
 A. J. Dorsey, Larue County, Kentucky, \$636.48.  
 L. L. Dorsey, jr., Jefferson County, Kentucky, \$238.  
 M. H. Dougherty, Casey County, Kentucky, \$55.20.  
 John Downey, administrator of the estate of John Downey, deceased, Hardin County, Kentucky, \$1,207.50.  
 Samuel Drabelle, Jefferson County, Kentucky, \$60.  
 Robert H. Davis, Mercer County, Kentucky, \$469.  
 Robert Duncan, administrator of the estate of William Duncan, deceased, Jessamine County, Kentucky, \$391.18.  
 John C. Duvall, administrator of the estate of William T. Duvall, deceased, Frederick County, Maryland, \$28.  
 Augustus Dauriac, Shelby County, Tennessee, \$215.  
 Jerry W. Davis, Greene County, Tennessee, \$50.  
 John Dixon, Allen County, Kentucky, \$11.  
 George Dixon, administrator of the estate of Sally H. Dixon, deceased, Shelby County, Tennessee, \$10,000.  
 Joseph D. Eades, Wayne County, Kentucky, \$120.  
 Achilles Easley, Cass County, Missouri, \$1,355.  
 John Easterday, Washington County, Maryland, \$58.70.  
 John Edmundson, sr., Williamson County, Tennessee, \$759.63.  
 J. B. English, Owen County, Kentucky, \$120.  
 M. Ettlinger, Hart County, Kentucky, \$5.  
 T. M. Edwards, Wilson County, Tennessee, \$300.  
 Cornelius B. Erskine, Johnson County, Kansas, \$155.65.  
 Daniel Flanagan, Jackson County, Missouri, \$250.  
 William Floyd, Lincoln County, Kentucky, \$125.  
 Lewis Franklin, Cumberland County, Kentucky, \$115.  
 J. G. Frazier, Barren County, Kentucky, \$85.  
 William Fenlge, Cape Girardeau County, Missouri, \$87.35.  
 Charles Galloway, Greene County, Missouri, \$120.  
 James W. Gardner, Edmonson County, Kentucky, \$76.50.  
 James C. Gilkerson, Pendleton County, West Virginia, \$280.  
 Joseph Glover, Barren County, Kentucky, \$125.  
 James I. Green, administrator of the estate of Alexander G. Green, deceased, Hart County, Kentucky, \$50.  
 Lewis H. Gruber, Shelby County, Kentucky, \$200.  
 Nancy Gilbert, administratrix *de bonis non*, with the will annexed, of Samuel Gilbert, deceased, Shelby County, Tennessee, \$2,511.63.  
 S. M. Golden, Washington County, District of Columbia, \$762.50.  
 Aaron Hall, Owsley County, Kentucky, \$100.  
 Henry Hall, Bourbon County, Kentucky, \$35.  
 Anderson Harper, \$125.  
 James M. Harris, Mercer County, Kentucky, \$19.25.  
 Daniel K. Harvey, Clermont County, Ohio, \$250.  
 Philip Hawkins, Washington County, District of Columbia, \$1,302.25.  
 R. H. Hayes, Barren County, Kentucky, \$250.  
 David Herbert, Knox County, Tennessee, \$98.25.  
 Ezra Herring, Berkeley County, West Virginia, \$946.30.  
 Isaac Hildebrand, Washington County, Maryland, \$336.45.  
 Zadok Hook, administrator of the estate of Thomas Ansell, deceased, Callaway County, Missouri, \$139.95.  
 John Hoover, Washington County, District of Columbia, \$776.

- Jacob Hout, Washington County, Maryland, \$75.  
 Mary Howard, administratrix *de bonis non* of the estate of H. C. Howard, deceased, Pulaski County, Illinois, \$400.  
 Samuel E. Hudson, Allen County, Kentucky, \$85.30.  
 E. H. Hobson, administrator of the estate of R. L. Moore, deceased, Greene County, Kentucky, \$110.  
 William G. Harwood, formerly of Gibson County, Tennessee, \$1,007.50.  
 William Hendley, Montgomery County, Maryland, \$270.  
 William Y. Hooper, Montgomery County, Tennessee, \$168.50.  
 Solomon Hoover, Washington County, Maryland, \$285.  
 George W. Inman, McNairy County, Tennessee, \$150.  
 William Inman, Giles County, Tennessee, \$268.50.  
 Josiah Jeanes, McNairy County, Tennessee, \$766.10.  
 J. J. Jeffrey, Callaway County, Kentucky, \$90.  
 Evan Jones, Floyd County, Kentucky, \$2,080.50.  
 William A. Jones, Giles County, Tennessee, \$420.  
 James Johnson, Carter County, Kentucky, \$25.17.  
 J. G. Johnson, McLean County, Kentucky, \$100.  
 Pleasant Johnson, Claiborne County, Tennessee, \$73.  
 Henry M. James, Giles County, Tennessee, \$115.  
 John Jones, Rutherford County, Tennessee, \$619.50.  
 James J. Kelley, Rhea County, Tennessee, \$360.  
 Peter Kelly, Jackson County, Missouri, \$180.  
 Peter Keller, Kenton County, Kentucky, \$170.  
 J. J. Kerby, Warren County, Kentucky, \$600.  
 Silas M. King, Pendleton County, Kentucky, \$300.  
 John T. Knight, Graves County, Kentucky, \$140.  
 Philip Krieger, Crawford County, Kansas, \$200.  
 Jacob Kyle, Kenton County, Kentucky, \$1,103.40.  
 Alonzo C. Kirmison, Bullitt County, Kentucky, \$245.  
 Daniel Knox, Marion County, Tennessee, \$240.  
 Thomas Kelly, Montgomery County, Maryland, \$372.  
 Susan H. Kennedy, Washington County, Maryland, \$674.49.  
 Abraham Lane, Marion County, Tennessee, \$163.50.  
 George W. Lewis, Marion County, Tennessee, \$318.75.  
 William J. Long, Worcester County, Maryland, \$396.50.  
 Walter Lynch, Greene County, Tennessee, \$94.  
 T. J. Latham, Weakley County, Tennessee, \$85.60.  
 Joseph R. Long, Washington County, Maryland, \$111.21.  
 George Lewis, Greenbrier County, West Virginia, \$100.  
 Joseph Lloyd, Bullitt County, Kentucky, \$32.66.  
 A. W. Lockwood, Jefferson County, Kentucky, \$300.  
 James M. Lyne, Logan County, Kentucky, \$35.  
 John McDougal, Larue County, Kentucky, \$726.50.  
 John W. McKnight, surviving partner of the firm of M. Cook and John W. McKnight, McCracken County, Kentucky, \$1,712.46.  
 John M. McRoberts, Lincoln County, Kentucky, \$222.40.  
 Isham Majors, Cass County, Missouri, \$800.  
 Edmund Massy, Grant County, Kentucky, \$150.  
 David R. Miller, Washington County, Maryland, \$100.  
 John G. Miller, Washington County, Maryland, \$36.  
 J. M. Miller, Marion County, Kentucky, \$202.  
 John W. Miller, Frederick County, Maryland, \$5.44.  
 Susan E. Miller, Marion County, Kentucky, \$38.  
 William Miller, Washington County, Maryland, \$26.  
 Martha Morgan, Mercer County, Kentucky, \$100.

Jacob Morningstar, Jefferson County, West Virginia, \$322.  
William B. Morris, Metcalfe County, Kentucky, \$110.  
John Morrison, Montgomery County, Tennessee, \$115.  
Hiram B. Morton, Shelby County, Kentucky, \$275.  
Thomas Murphey, Clay County, Kentucky, \$212.50.  
Y. T. McGirk, administrator of the estate of I. T. McGirk, deceased, Moniteau County, Missouri, \$25.  
James McCauley, Washington County, Maryland, \$135.  
Thomas McCoin, Warren County, Kentucky, \$155.  
Henry Martin, Washington County, District of Columbia, \$482.75.  
Penina Mays, administratrix of the estate of John P. Pegram, deceased, Davidson County, Tennessee, \$94.50.  
H. C. Middleton, Jefferson County, Kentucky, \$140.  
Samuel Monk, administrator of the estate of Sallie McDonald, deceased, Arapahoe County, Colorado Territory, \$875.  
Clark Mills, Washington County, District of Columbia, \$484.80.  
Peyton Moulden, Knox County, Tennessee, \$30.  
David W. Naill, Frederick County, Maryland, \$97.55.  
Calvin B. Nance, Grainger County, Tennessee, \$316.50.  
Henry F. Neikerk, Washington County, Maryland, \$70.  
Josiah Newsom, Marion County, Tennessee, \$130.  
Lea Nipper, Knox County, Tennessee, \$32.  
Joseph H. Oldham, Metcalfe County, Kentucky, \$100.  
Jacob Ours, Hardy County, West Virginia, \$125.  
Phebe Patton, Floyd County, Kentucky, \$130.  
Margaret A. Pegg, administratrix of the estate of P. K. Pegg, deceased, Knox County, Tennessee, \$21.  
John P. Phelps, Washington County, District of Columbia, \$277.50.  
A. W. Price, Marion County, Tennessee, \$127.50.  
Jane Price, Marion County, Tennessee, \$67.50.  
R. C. Patterson, Robertson County, Tennessee, \$90.  
Henry Potter, Warren County, Kentucky, \$758.25.  
Nathan Preston, Johnson County, Kentucky, \$400.  
Philip Pry, Washington County, Maryland, \$450.  
William Pryor, Marion County, Tennessee, \$730.25.  
O. H. Perry, administrator of the estate of Mary Scott, deceased, Jessamine County, Kentucky, \$5,043.28.  
Joseph Price, Charles County, Maryland, \$110.20.  
Stephen Pledger, De Kalb County, Tennessee, \$460.  
Samuel Ralston, Jackson County, Missouri, \$2,577.  
A. P. Ramburg, Marion County, Tennessee, \$257.50.  
William H. Ramburg, Frederick County, Maryland, \$270.60.  
Andrew B. Rankin, Franklin County, Pennsylvania, \$321.75.  
William R. Reed, Hamilton County, Tennessee, \$155.  
John Rich, Kenton County, Kentucky, \$681.80.  
Jane Richardson, Pulaski County, Kentucky, \$37.50.  
James A. Rowe, Washington County, Maryland, \$110.  
Daniel Rudy, sr., Frederick County, Maryland, \$597.  
Frederick M. Rush, Warren County, Kentucky, \$60.  
T. J. Rutherford, Knox County, Tennessee, \$125.  
John Ramsey, Warren County, Tennessee, \$120.  
N. S. Ray and Felix G. Phillips, executors of Green Phillips, deceased, Marion County, Tennessee, \$528.85.  
Elizabeth Robinson, administratrix of the estate of Jesse Robinson, deceased, Jackson County, Missouri, \$400.  
William T. Rice, Tipton County, Tennessee, \$235.

W. C. Rodgers, Cabell County, West Virginia, \$866.60.  
William Sayer, Washington County, District of Columbia, \$50.  
John Scott, Pike County, Kentucky, \$616.40.  
William B. Seaton, Sevier County, Tennessee, \$140.  
John R. Sechrest, Jackson County, Missouri, \$382.50.  
Absalom Selcer, Hamilton County, Tennessee, \$317.50.  
David Sevier, Greene County, Tennessee, \$459.43.  
Christopher Shaw, (now,) De Kalb County, Alabama, \$250.  
Henry Sheely, Adams County, Pennsylvania, \$27.  
Henry W. Shields, Greene County, Tennessee, \$320.  
Patrick A. Shirley, Grainger County, Tennessee, \$235.60.  
George Shultz, Claiborne County, Tennessee, \$50.  
John F. Simmons, Frederick County, Maryland, \$21.25.  
Andrew J. Smith, Hamilton County, Tennessee, \$71.  
Benjamin F. Smith, Marion County, Tennessee, \$378.  
William M. Smith, Cumberland County, Kentucky, \$140.  
John Spalding, Marion County, Kentucky, \$54.70.  
William Spilman, administrator of the estate of James Spilman, deceased, Trimble County, Kentucky, \$65.  
Henry Spitzer, Knox County, Tennessee, \$275.  
William Stephens, Blount County, Tennessee, \$208.  
Martha Stone, Stone County, Missouri, \$102.50.  
James W. Strode, Monroe County, Kentucky, \$45.  
C. M. Stuart, Hardin County, Kentucky, \$150.  
Lavinia Schindel, Washington County, Maryland, \$56.  
Morton Scott, the estate of R. S. Scott, deceased, and Mary A. Roberts, Jessamine County, Kentucky, \$4,133.62.  
Samuel Shields, executor of C. Haley, deceased, Grainger County, Tennessee, \$939.20.  
George Shifler, Washington County, Maryland, \$575.  
John B. Shepherd, Wilson County, Tennessee, \$125.  
John M. Simpkins, Davidson County, Tennessee, \$414.  
John R. Skeen, Cherokee County, Kansas, \$490.  
Madison Stubblefield, administrator of the estate of John L. Young, deceased, Davidson County, Tennessee, \$665.  
Henry Simpson, Greene County, Tennessee, \$125.  
Alfred Stauffer, Washington County, Maryland, \$294.67.  
John Strite, Washington County, Maryland, \$25.80.  
Mary Tedder, Roane County, Tennessee, \$168.87.  
Isaac G. Thomas, Hamilton County, Tennessee, \$308.50.  
Joseph Thomasson, Bollinger County, Missouri, \$75.  
William E. Thomson, Morgan County, Missouri, \$970.  
Joel Triplett, McMinn County, Tennessee, \$6.  
Benjamin Tindall, Saint Louis County, Missouri, \$480.  
Christian Thomas, Washington County, Maryland, \$30.  
Joseph H. Thompson, Bedford County, Tennessee, \$150.  
James H. Tucker, Marion County, Kentucky, \$350.  
William Vannetter, Kenton County, Kentucky, \$115.  
William Vanzant, Metcalfe County, Kentucky, \$130.  
James Vaughan, Cumberland County, Kentucky, \$125.  
A. B. Vernon, Hardin County, Kentucky, \$1,384.65.  
John W. Vincont, Madison County, Missouri, \$140.  
J. R. Vanarsdall, Mercer County, Kentucky, \$383.  
Addison A. Walker, Cooper County, Missouri, \$935.01.  
Allen Walker, Hamilton County, Tennessee, \$185.  
George W. Walker, Robertson County, Kentucky, \$125.

T. J. Walker, Carroll County, Tennessee, \$115.  
Richmond Wallace, Franklin County, Kansas, \$70.  
J. R. Warren, Lincoln County, Kentucky, \$132.  
Lucinda Watley, administratrix of the estate of Walton Watley, deceased, Marion County, Tennessee, \$100.  
William Whittenburg, Hamilton County, Tennessee, \$83.50.  
Sylvester Willcox, Allen County, Kansas, \$2,600.  
John M. Wilkison, Marion County, Kentucky, \$210.  
Enoch Williams, Barry County, Missouri, \$104.  
James B. Wilson, Greenbrier County, West Virginia, \$125.  
Merida Wilson, Metcalfe County, Kentucky, \$39.  
William Womack, Carter County, Kentucky, \$112.50.  
Jacob Weikert, Adams County, Pennsylvania, \$45.  
S. W. Wolcott, Newton County, Missouri, \$48.  
J. B. Wood, Lawrence County, Missouri, \$25.  
William Woodcock, Pulaski County, Kentucky, \$68.40.  
James S. Worwalk, Union County, Tennessee, \$25.  
James R. Wray, Memphis, Tennessee, \$3,517.20.  
Newton Williams, Owen County, Kentucky, \$267.63.  
Archibald Young, Hickman County, Tennessee, \$145.  
Daniel Zittle, Washington County, Maryland, \$227.30.

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HARBOR OF SAINT MARY'S RIVER, MARYLAND.

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L E T T E R

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

*Report of the board of naval officers appointed, in compliance with House resolution of April 13, 1874, to inquire as to the expediency of establishing at the harbor of Saint Mary's River, Maryland, a naval coaling-station.*

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JANUARY 18, 1875.—Referred to the Committee on Naval Affairs and ordered to be printed.

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NAVY DEPARTMENT,  
*Washington, January 14, 1875.*

SIR: In compliance with a resolution of the House of Representatives of the 13th of April, 1874, a board of naval officers was appointed to inquire as to the expediency of establishing at the harbor of Saint Mary's River, Maryland, a naval coaling-station; and I have the honor to transmit a copy of the report of the board.

Very respectfully,

GEO. M. ROBESON,  
*Secretary of the Navy.*

HON. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

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WASHINGTON, D. C., *December 21, 1874.*

SIR: In obedience to your order of the 11th instant, appointing us a board to inquire into the expediency of establishing at the harbor of Saint Mary's, Saint Mary's River, Maryland, a naval coaling-station, forwarding map and surveys of said river and adjacent waters, made by the Topographical Bureau of the War Department in 1824, with copy of a resolution passed by the House of Representatives April 13, 1874, as follows:

Whereas the Southern Maryland Railroad Company is now engaged in constructing a railroad from Washington to Saint Mary's River and Point Lookout, at the confluence of the Potomac River with the Chesapeake Bay; and whereas said railroad, when completed, will bring the city of Washington within two and a half hours of the Chesapeake Bay, at the deep water of the harbor of Saint Mary's, Saint Mary's

River, which will enable the Government to avail itself of the benefit of said harbor thus rendered accessible to the seat of Government at all times of the year: Therefore,

*Be it resolved*, That the Secretary of the Navy be, and he is hereby, directed to obtain from the War Department the report and survey made of the Saint Mary's River and adjacent waters by the Topographical Bureau of the War Department, made about the year 1824, and to appoint a board of naval officers, to whom the same shall be submitted, to inquire into and report as to the expediency of establishing at the said harbor a naval coaling-station, and to report the results of their investigation to the Secretary of the Navy, who shall forward the same, with his recommendations thereon, to the House at the next session of Congress—

directing the board "to give the subject the inquiry which the resolution suggests, and to submit our report to the Department in good season at its present session"—the board has given the subject suggested by the resolution, and in conformity with your orders, a careful examination and consideration, and have the honor respectfully to report:

That from various sources reliable information as to the location of the harbor of the Saint Mary's River, and its fitness for the purposes of a naval coaling-station, has been obtained.

By an examination of the surveys of Saint Mary's River, Maryland, made by Majors Abert and Kearney, Topographical Engineers, United States Army, in 1824, by order of the Secretary of War, in accordance with a resolution of the Senate of the United States, we find in the deep-water channel, extending from the mouth of the Saint Mary's six miles to its harbor, a depth of 21 to 31 feet at low water, the average width of the river at various intermediate points being about one mile.

The distance from the confluence of the waters of the Saint Mary's River with the waters of the Potomac River and Chesapeake Bay to the Atlantic Ocean is eighty-six miles, with easy and unobstructed navigation to the largest vessels at all times.

The bituminous-coal fields of Maryland and Virginia are located from the Saint Mary's Harbor about three hundred and fifty miles; those of the semi-bituminous of Maryland, near Cumberland, two hundred and fifty miles; and to the anthracite fields of Pennsylvania, two hundred and eighty miles.

These coal-fields, on the completion of the Southern Maryland Railroad, will be accessible by rail with the harbor of Saint Mary's, and thus become available and practically unlimited sources of coal-supply.

The Delaware River is at present the principal shipping-point for the anthracites, Washington and Baltimore being the shipping-points for the bituminous coals from the great Maryland basin.

The board, in the consideration of this subject, respectfully submit, in view of the contingency of war with a powerful foreign power, whether or not it is wise or judicious to rely upon any one shipping-point, others being available, for its coal-supply. With respect to the special fitness for such a depot, the Saint Mary's River is in all respects unexceptionable, large and commodious, with sufficient depth of water for all classes of vessels, accessible at all seasons of the year, and not subject to being obstructed by ice as on the upper portions of the Potomac, Patapsco, and Delaware Rivers. It is situated midway North and South, near the Atlantic coast, and equally convenient to naval stations North and South.

It is near the confluence of the Potomac River and Chesapeake Bay, and within eighty-six miles of the Atlantic Ocean, and is not therefore subject to the longer and more tedious navigation, as compared with Washington and Baltimore. By the completion of the Southern Maryland Railroad it will be connected with the great coal-fields of Maryland and Virginia via the Baltimore and Ohio Railroad, over which any

desirable quantity of coal can be delivered at the harbor of Saint Mary's at all seasons of the year.

It will connect directly with the anthracite-coal regions of Pennsylvania via the Southern Maryland Railroad, and the Baltimore and Potomac and Northern Central Railroads.

It will be connected with the seat of Government by railroad, which will render it accessible in two hours and a half from the capital of the nation.

The late Capt. David Porter, when commissioner of the Navy, in a communication to the Secretary of the Navy, December 27, 1816, in relation to a site for a naval depot and the best means to be adopted for the defense of the Chesapeake Bay, states in reference to the Saint Mary's River:

Commodore Rodgers and myself on our passage down the Potomac, in conformity with your instructions, touched in at Saint Mary's, which is situated near its mouth.

In point of healthiness of situation, security from maritime attack, and (I am informed) from ice, excellence of harbor, and the easy ingress and egress to an inner harbor at all times to ships not drawing more than 24½ feet of water, the advantages it offers by means of streams of water for labor-saving purposes, and its convenience to forests of fine timber, Saint Mary's is, in my opinion, superior to any other place, of which I have a knowledge, on the Chesapeake for a naval depot.

Commodore John Rodgers, United States Navy, also a member of the Board of Navy Commissioners, in a communication to the Hon. Benjamin W. Crownshield, the Secretary of the Navy, under date of December 23, 1816, upon this subject writes:

I proceed now to examine Saint Mary's River. This river is situated on the north side of the Potomac, about seven miles above Point Lookout, the next above Smith's Point, with which it forms the entrance into the Potomac.

By some it is urged that this place, as respects salubrity of climate, is preferable to Norfolk or York. As a safe and commodious harbor it is, perhaps, not excelled by any in the United States. At its entrance it is about three miles wide, and the water is 32 to 33 feet deep for three and a half to four miles up; its width gradually decreases until you pass two projecting points at opposite sides, within which the depth at low water is about 24 feet, and the river from point to point about one-half mile wide; from this to a place about two miles further up, the river is, by two other projecting points, diminished to about five hundred yards in width, presenting above these points a beautiful basin, in which there is near the entrance inside 20 or 21 feet at low water. This river above where it is perfectly susceptible of defense against a naval force, presents in several respects the most seducing reasons for its selection as a naval depot and rendezvous.

Commodore Foxhall A. Parker, United States Navy, who commanded the naval gunboat-flotilla on the Potomac in 1864-'65, in a note to the president of the board remarks:

There could be no better place for a coal-depot than the Saint Mary's River, and exactly where I had mine during the civil war. Easy of access day and night, plenty of water, and always as smooth as a mill-pond.

The board cannot express an opinion as to the defensibility of such a point upon the Saint Mary's River as upon further examination might prove to be the most desirable one for a naval coaling-depot, while it unqualifiedly recognizes the importance of such a depot accessible at all seasons of the year to vessels of the greatest draught of water, and of easy defense, in communication by shortest routes of transportation with the great bituminous and anthracite coal fields of Virginia, Maryland, and Pennsylvania, as from such a depot of supply the necessary prerequisite to the maintenance of our steam vessels of war and transports in all contingencies and emergencies would be secured, and from which coal may be shipped to points within the United States and elsewhere throughout the world when desired.

In conclusion, we are of the opinion that, at some point upon the Saint Mary's River will be found an eligible position, at which it is (for the reasons above stated) expedient to locate a naval coaling-station.

We have the honor to be, very respectfully, your obedient servants,

R. H. WYMAN,

*Commodore United States Navy and President of Board.*

J. M. B. CLITZ,

*Commodore United States Navy.*

WM. W. W. WOOD,

*Engineer-in-Chief United States Navy.*

Hon. GEO. M. ROBESON,

*Secretary of the Navy.*

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LEUTENANT WHEELER'S GEOGRAPHICAL SURVEYS.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The continuance of the geographical explorations and surveys west of the one hundredth meridian.*

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JANUARY 18, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT, *January 15, 1875.*

The Secretary of War has the honor to transmit, to the House of Representatives, letter of Lieutenant George M. Wheeler, of the Corps of Engineers, relative to the continuance of geographical explorations and surveys west of the one hundredth meridian, and to invite attention to the inclosed letter (translated) from Count von Moltke, field-marshal and chief of staff of the Prussian army, from which it will be seen that this survey is regarded in Europe as of great scientific value.

It is earnestly recommended that the subject of liberal appropriations for this survey may receive the careful consideration of the Committee on Military Affairs.

WM. W. BELKNAP,  
*Secretary of War.*

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UNITED STATES ENGINEER OFFICE,  
GEOGRAPHICAL EXPLORATIONS AND SURVEYS  
WEST OF THE 100TH MERIDIAN,  
*Washington, D. C., January 13, 1875.*

SIR: Referring to our conversation on Saturday last relative to the continuance of geographical explorations and surveys west of the one hundredth meridian, I have the honor to suggest to you the propriety of presenting this matter specially to the Committee on Military Affairs of the House of Representatives, inasmuch as it is one closely bearing upon the military service of the Government, the more so when considered in the light of past experience in times of war, and possible future military operations.

I believe that nearly all of the commanding generals in the late war would testify that lack of correct topographical maps often seriously embarrassed military operations, thereby incurring an expenditure that, when compared with the cost of mapping the country, would fully justify the latter as a Government measure. Again, in times of peace, the

economic bearing of the survey upon the operations of the military establishments, and, incidentally, those of the Indian department and public-land surveys, would seem to fully justify its continuance upon the systematic plan now in satisfactory progress.

With each succeeding year, the work takes more form and coherence, which, with the experience of officers and skilled assistants, places it, at the present time, in admirable condition to pursue its labors. From the hearty approvals and encomiums of scientific individuals and bodies, both in this country and abroad, I am led to believe that the work is one of popular interest as well as governmental.

For these and other reasons, I am led to make the foregoing suggestion to you, in the hope that, should it be brought to the attention of the military committee, it may deem the subject worthy of serious consideration, and perhaps enough so to warrant a recommendation to the Committee on Appropriations that the work should be continued, and liberally appropriated for.

Heretofore, the items of appropriation for military and geographical surveys have been placed first in the Army bill, later in the fortification bill, and this year they appear among the miscellaneous items of the War Department, in the sundry civil bill, (see Book of Estimates, page 138, "Geographical explorations west of the one hundredth meridian," &c.,) so that, while it might not, in the natural order of legislation, come properly before the military committee, yet, for the reasons adduced and many others, it would seem a proper subject for its consideration.

The estimates for the work for the coming fiscal year have received the approval of the Chief of Engineers and Secretary of War, and are based upon a well-considered plan of organization for units of force in the field and office labors, all of which is shown in the annual report of the Chief of Engineers for 1874, Appendix F F.

It has been my constant endeavor to make the operations and results of the work harmonize with the necessities of the Government, and the interests located in the regions traversed; and while Congress deems it wise and prudent to reduce appropriations for many public works, I think it may be fully and satisfactorily demonstrated that in the regions where this work is prosecuted, and but few, if any, other public works are carried on, the necessity for, and wisdom in, continuing it is beyond question.

In this connection, I beg leave to invite attention to a letter (translated) received from Count von Moltke, field-marshal and chief of staff of the Prussian army, which will explain itself. Others of a similar character have been received from different sources.

In conclusion, I beg leave to state that all of the principal nations of Europe have had in operation for extended intervals surveys organized for the accurate mapping of their interior possessions, conducted in Russia, Prussia, Austria, France, England, Spain, Switzerland, and Italy, under the war departments of these governments; while in this country it is notable that accurate maps of but comparatively small areas, even in its thickly-settled parts, exist, a fact in strange contrast with the achievements of our Government in interior works where skilled scientific labor has been directed to the elucidation of practical results.

Very respectfully, your obedient servant,

GEO. M. WHEELER,  
*Lieutenant of Engineers.*

Hon. W. W. BELKNAP,  
*Secretary of War, Washington, D. C.*

[Translation.]

BERLIN, December 7, 1874.

After a prolonged absence from Berlin, I am only now enabled to answer your esteemed favor of June 4, 1874.

First, allow me to return my most grateful acknowledgments for the advance sheets of a series of atlas-maps sent me, which are to be published as the result of your explorations and surveys. This is a work of great value, the first evidences of which we have an opportunity of becoming acquainted with through your kindness.

The preparation of a topographical map of North America, wherein areas are expressed on a scale as large as 1:500000, is an undertaking the extent of which the specialist cannot fail fully to appreciate.

Science will acknowledge its great obligations to the War Department of the United States of North America for undertaking this immense task, requiring so much time and expense. It is undoubtedly in entire accordance with the object of this great undertaking that, out of the large surface of the continent, such limited areas of which at the present time more special examination is made should be first selected for delineation.

It is interesting to know the methods employed in producing the sheets of the geographical work west of the one hundredth meridian which are intended for publication.

It is especially worthy of commendation that a projection has been chosen which admits of the continuance of the general map without distortion, and equally praiseworthy is the arrangement by which the edge of one part is made to overlap that of another, so as to preserve the regular oblong figure of the section. The technical execution of the atlas-sheets is a pleasing one, especially that which expresses the topography of the mountains by crayon shading of different gradations. It would be of great scientific value to gain more detailed information concerning the principles upon which this grand work is prosecuted. The continuation of the work will certainly be followed with the greatest interest.

With very high esteem, I subscribe myself, yours, very truly,

G. v. MOLTKE,

*Field-Marshal-General and Chief of Staff of the Army.*

First Lieut. GEO. M. WHEELER,

*Corps of Engineers, U. S. A.*

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UNITED STATES TROOPS IN ALABAMA.

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LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

*A detailed statement showing the number of United States troops stationed in the State of Alabama on the 3d day of November, 1874.*

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JANUARY 19, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT, *January 16, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, reports of the Adjutant-General, Quartermaster-General, and Commissary-General of Subsistence, containing the information called for by the following resolutions of the House, of the 14th ultimo:

*Resolved*, That the Secretary of War be, and is hereby, directed to furnish to the House a detailed statement showing the number of United States troops stationed in the State of Alabama on the 3d day of November, 1874, and their distribution, whether in regiments, companies, or squads, and the places at which said troops were located, and whether said troops acted independently or as a *posse* of the United States marshal.

*Resolved, further*, That the Secretary of War is hereby directed to furnish to the House a detailed statement of the manner in which he has executed the provisions of joint resolutions passed at the first session of the Forty-third Congress, authorizing the President of the United States to issue army-rations and clothing to the destitute people of the Tombigbee, Warrior, and Alabama Rivers, in the State of Alabama, showing the amount and kinds of provisions distributed, the time at which, the places where, and to what persons said provisions were distributed; and also such further information as he may be in possession of respecting the distribution of said provisions, by persons not in the military service of the United States.

WM. W. BELKNAP,  
*Secretary of War.*

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*Indorsement on resolution of the House of Representatives, dated December 14, 1874.*

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
*Washington, January 5, 1875.*

Respectfully returned to the Secretary of War.

Inclosed is a list showing the distribution of United States troops in the State of Alabama, November 3, 1874, as called for under the first resolution.

In this connection, attention is invited to accompanying circular of September 3, 1874, from the Department of Justice, as showing the purposes for which the troops were thus stationed, and the general instructions under which they acted, viz, for the purpose of giving all needful aid, in the discharge of their official duties, to United States civil officers of the law.

E. D. TOWNSEND,  
*Adjutant-General.*

*Distribution of United States troops in the State of Alabama November 3, 1874, as shown by the records of the Adjutant-General's Office.*

Stations.	Troops.	Strength.		
		Officers.	Enlisted men.	Total.
Mobile .....	K, Second Infantry, and M, First Art'y.	5	50	55
Monroeville .....	Detachment K, Second Infantry .....	.....	6	6
Greensborough .....	E, Seventh Cavalry .....	2	58	60
Eufaula .....	Detachment H, Second Infantry .....	1	10	11
Mount Vernon Barracks .....	Detachment Second Infantry .....	2	38	40
Montgomery .....	G, Second Infantry .....	2	24	26
Livingston .....	A, Seventh Cavalry .....	2	45	47
Eutaw .....	A, Second Infantry .....	3	32	35
Huntsville .....	C, Second Infantry .....	4	18	22
Tuscaloosa .....	F, Second Infantry .....	2	39	41
Opelika .....	A, Eighteenth Infantry .....	1	17	18
Selma .....	D, Second Infantry .....	1	29	30
Demopolis .....	Detachment D, Second Infantry .....	1	12	13
Carrollton .....	B, Second Infantry .....	2	40	42
Butler .....	I, Second Infantry .....	2	37	39
Seale's Station .....	Detachment A, Eighteenth Infantry ..	1	16	17
Talladega .....	Detachment E, Second Infantry .....	1	20	21
Clayton .....	Detachment H, Second Infantry .....	1	10	11
Spring Hill .....	Detachment H, Second Infantry .....	1	10	11
Greenville .....	G, Eighteenth Infantry .....	1	25	26
Rutledge .....	Detachment G, Eighteenth Infantry...	1	18	19
Tuskegee .....	I, Eighteenth Infantry .....	1	42	43
Fort Browder precinct...	Detachment G, Second Infantry .....	1	10	11
Loachapoka .....	Detachment A, Eighteenth Infantry ..	.....	4	4
Brownville .....	Detachment A, Eighteenth Infantry ..	.....	4	4
Athens .....	Detachment C, Second Infantry .....	.....	5	5
Madison .....	Detachment C, Second Infantry .....	.....	5	5
Clarksville .....	Detachment C, Second Infantry .....	.....	5	5
Whitesburgh .....	Detachment C, Second Infantry .....	.....	4	4
Birmingham .....	Detachment C, Second Infantry .....	.....	8	8
Total .....		38	641	679

E. D. TOWNSEND,  
*Adjutant-General.*

ADJUTANT-GENERAL'S OFFICE,  
Washington, January 5, 1875.

## CIRCULAR OF THE ATTORNEY-GENERAL.

*Instructions to United States marshals and attorneys.*DEPARTMENT OF JUSTICE,  
*Washington, September 3, 1874.*

SIR: Outrages of various descriptions, and in some cases atrocious murders, have been committed in your district by bodies of armed men, sometimes in disguise, and with the view, it is believed, of overawing and intimidating peaceable and law-abiding citizens, and depriving them of the rights guaranteed to them by the Constitution and laws of the United States.

Your attention is directed to an act of Congress passed April 9, 1866, entitled "An act to protect all persons in the United States in their civil rights and to furnish means for their vindication;" and to another passed April 20, 1871, entitled "An act to enforce the provisions of the fourteenth amendment to the Constitution of the United States, and for other purposes;" also, to one passed May 30 [1], 1870, entitled "An act to enforce the right of citizens of the United States to vote in the several States of this Union, and for other purposes," which, with their amendments, make these deeds of violence and blood offenses within the jurisdiction of the General Government.

I consider it my duty, in view of these circumstances, to instruct you to proceed with all possible energy and dispatch to detect, expose, arrest, and punish the perpetrators of these crimes; and, to that end, you are to spare no effort or necessary expense.

Troops of the United States will be stationed at different and convenient points in your district, for the purpose of giving you all needful aid in the discharge of your official duties.

You understand, of course, that no interference whatever is hereby intended with any political or party action not in violation of law; but protection to all classes of citizens, white and colored, in the free exercise of the elective franchise, and the enjoyment of the other rights and privileges to which they are entitled under the Constitution and laws, as citizens of the United States.

These instructions are issued by the authority of the President, and with the concurrence of the Secretary of War.

Very respectfully,

GEO. H. WILLIAMS,  
*Attorney-General.*

Official copy :

E. D. TOWNSEND,  
*Adjutant-General.*

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FORTY-THIRD CONGRESS, SECOND SESSION.

CONGRESS OF THE UNITED STATES,  
*In the House of Representatives, December 14, 1874.*

On motion of Mr. CALDWELL:

\* \* \* \* \*

*Resolved further,* That the Secretary of War is hereby directed to furnish to the House a detailed statement of the manner in which he has executed the provisions of joint resolutions passed at the first session of the Forty-third Congress, authorizing the President of the

United States to issue Army rations and clothing to the destitute people of the Tombigbee, Warrior, and Alabama Rivers, in the State of Alabama, showing the amount and kinds of provisions distributed, the time at which, the places where, and to what persons said provisions were distributed; and also such further information as he may be in possession of respecting the distribution of said provisions by persons not in the military service of the United States.

Attest:

EDWD. McPHERSON,  
*Clerk.*

[First indorsement.]

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
*Washington, December 15, 1874.*

Official extract respectfully referred to the Quartermaster-General for report as soon as practicable.

By order of the Secretary of War:

E. D. TOWNSEND,  
*Adjutant-General.*

[Second indorsement.]

QUARTERMASTER-GENERAL'S OFFICE,  
*December 16, 1874.*

Respectfully returned to the honorable the Secretary of War, with copies and extract of all the papers on file in this Office on the subject, from which it appears that no clothing has been distributed to the sufferers from the overflow of the Tombigbee, Warrior, and Alabama Rivers.

M. C. MEIGS,  
*Quartermaster-General, Brevet Major-General, U. S. A.*

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WAR DEPARTMENT,  
*Washington City, December 7, 1874.*

SIR: The Secretary of War desires me to invite your attention to the acts of April 23, May 13, and June 23, 1874, and the joint resolution of May 28, 1874, relative to the issue of clothing to persons suffering from the overflow of the Lower Mississippi River, and to the destitute people on the Tombigbee, Warrior, and Alabama Rivers, and to request that the detailed reports of such issue, required to be submitted to Congress by the acts referred to, be forwarded as soon as possible.

The report of the Commissary-General of Subsistence on this subject, and accompanying papers, have this day been transmitted to the House of Representatives.

Very respectfully, your obedient servant,

H. T. CROSBY,  
*Chief Clerk.*

The QUARTERMASTER-GENERAL.

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[Telegram.]

LOUISVILLE, KY., *December 9, 1874.*

QUARTERMASTER-GENERAL of the Army, *Washington, D. C.:*

Telegram of the 8th received. Chief quartermaster Department of Gulf telegraphs as follows: Clothing has been turned over by request

of Governor Kellogg to the relief committee of Louisiana for distribution to sufferers by overflow of Mississippi River. None went to sufferers by overflow of Tombigbee and Warrior Rivers.

JAMES A. EKin,  
*Chief Quartermaster.*

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[Telegram.]

WASHINGTON, *December 8, 1874.*

Col. J. A. EKIN, *Louisville, Ky.:*

Has clothing, authorized by resolution of Congress of 28th May last, been distributed to sufferers by overflow of Tombigbee and Warrior Rivers? If so, when and by whom? Report for Congress needed immediately.

M. C. MEIGS,  
*Quartermaster-General.*

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WAR DEPARTMENT,  
QUARTERMASTER-GENERAL'S OFFICE,  
*Washington, D. C., December 8, 1874.*

Hon. W. W. BELKNAP,  
*Secretary of War :*

Referring to the acts of Congress of April 23, May 13, and June 23, 1874, relative to the issue of disused Army clothing to persons suffering from the overflow of the Lower Mississippi River, I have the honor to report the following action :

\* \* \* \* \*

The Quartermaster-General has received no instructions to distribute clothing to the sufferers by the overflow of the Tombigbee, Warrior, and Alabama Rivers, (resolution of May 28, 1874,) and none has been distributed.

I am, very respectfully, your obedient servant,

M. C. MEIGS,  
*Quartermaster-General United States Army, Brevet Major-General.*

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War Department refers communication of Hon. Frank Bromberg, Mobile, Ala., dated July 8, 1874, asking what methods are to be adopted for the distribution of relief to sufferers by overflow of the Tombigbee and Alabama Rivers.

[Second indorsement.]

Respectfully returned to the Secretary of War.

Under the joint resolution of the 28th of May, 1874, the sufferers from the inundations on the Tombigbee, Warrior, and Alabama Rivers are entitled to certain clothing, if needed and asked for.

The subsequent passage of the Army appropriation bill, with its proviso in relation to use of old-pattern clothing, did not take away this vested right.

The proper method and channel of distribution appears to be through the commanding general Department of the South, and his chief quartermaster.

M. C. MEIGS,  
*Quartermaster-General, Brevet Major-General, U. S. A.*

QUARTERMASTER-GENERAL'S OFFICE,  
*July 17, 1874.*

## UNITED STATES TROOPS IN ALABAMA.

FORTY-THIRD CONGRESS, SECOND SESSION.

CONGRESS OF THE UNITED STATES,  
*In the House of Representatives, December 14, 1874.*

On motion of Mr. CALDWELL.

\* \* \* \* \*

*Resolved further*, That the Secretary of War is hereby directed to furnish to the House a detailed statement of the manner in which he has executed the provisions of joint resolutions passed at the first session of the Forty-Third Congress, authorizing the President of the United States to issue Army rations and clothing to the destitute people of the Tombigbee, Warrior, and Alabama Rivers, in the State of Alabama, showing the amount and kinds of provisions distributed, the time at which, the places where, and to what persons said provisions were distributed; and also such further information as he may be in possession of respecting the distribution of said provisions, by persons not in the military service of the United States.

Attest:

EDW'D MCPHERSON,  
*Clerk.*

[First indorsement.]

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
*Washington, December 15, 1874.*

Official extract respectfully referred to the Commissary-General of Subsistence for report as soon as practicable.

By order of the Secretary of War.

E. D. TOWNSEND,  
*Adjutant-General.*

[Second indorsement.]

OFFICE COMMISSARY-GENERAL SUBSISTENCE,  
*Washington, January 14, 1875.*

Respectfully returned to the Adjutant-General, with the information called for by the within resolution in so far as it relates to issues of army rations.

A. E. SHIRAS,  
*Commissary-General Subsistence.*

[Third indorsement.]

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
*Washington, January 15, 1875.*

Respectfully submitted to the Secretary of War, to whom the House resolution was returned with partial report January 5, 1875.

E. D. TOWNSEND,  
*Adjutant-General.*

[Telegram.]

WAR DEPARTMENT,  
OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
*Washington, D. C., December 16, 1874.*Capt. T. C. SULLIVAN,  
*Commissary Subsistence, New Orleans, La.:*

Make an extract copy of so much of your report on issues of food to sufferers from overflow, as relates to the State of Alabama, and transmit the same to this Office with the least practicable delay.

A. E. SHIRAS,  
*Commissary-General Subsistence.*

SUBSISTENCE OFFICE, U. S. ARMY,  
 NO. 231 ANNUNCIATION STREET,  
*New Orleans, La., December 18, 1874.*

GENERAL: I have the honor to inclose herewith, in obedience to your telegraphic instructions of the 16th instant, a true extract from my report of issue of rations to sufferers from overflow of the Lower Mississippi, Tombigbee, Warrior, and Alabama Rivers, relating to the State of Alabama.

Very respectfully, your obedient servant,

THOS. C. SULLIVAN,

*Captain and Commissary Subsistence.*

COMMISSARY-GENERAL, U. S. A.,  
*Washington, D. C.*

SUBSISTENCE OFFICE, UNITED STATES ARMY,  
*New Orleans, La., September 1, 1874.*

COMMISSARY-GENERAL OF SUBSISTENCE,  
 UNITED STATES ARMY, *Washington, D. C.:*

GENERAL: I have the honor to make the following report concerning the issue of rations to sufferers from the overflow of the Lower Mississippi, Tombigbee, Warrior, and Alabama Rivers, in the States of Louisiana, Mississippi, Arkansas, and Alabama, during the months of May, June, July, and August, of the current year.

[Extract.]

•       •       •       •       •       •       •

#### ALABAMA.

In obedience to your telegram, dated June 27, 1874, (copy hereunto attached, marked A,) I addressed a communication to the governor of Alabama, dated June 29, (copy hereunto attached, marked B,) to which I received in reply, letter dated July 1, (copy hereunto attached, marked C.) No further information being received, I telegraphed the governor of Alabama, July 21, to know when he would call on me for rations for sufferers on Tombigbee and other rivers, and received in reply communication dated July 21, (copy hereunto attached, marked D.) On the 29th of July I again addressed him upon the subject, (see copy of letter hereunto attached, marked E,) and on August 6 received a telegram from you directing me again to communicate with the governor of Alabama. On August 7 I received from him a communication dated August 5, (copy herewith attached, marked F,) and proceeded at once to issue ten days' supply of bacon, at the rate of twelve thousand rations daily, to the authorized agent, delivered in Mobile, Ala., at the expiration of which time I issued another ten days' supply to the same agent, and, on the 28th of August, made the final issue of five days' supply, making total number of rations of bacon issued, 300,000, amounting to 225,167 pounds bacon shoulders, costing, delivered in Mobile, as per instructions, \$23,123.09, extending over a period of twenty days. Ten days' supply was issued at once because much of the time was consumed making the delivery. A list of the districts, names of points of distribution, and names of distributing agents, as appointed by the governor, is herewith attached, marked G.

For information as to the extent and probable period of duration of the suffering and destitution, and situation of the destitute people, I call your attention to report of Capt. William T. Gentry, (copy herewith attached, marked H.)

In obedience to your telegram dated September 1, (copy herewith attached, marked I,) I sent Captain Gentry to Montgomery, Ala., with instructions to thoroughly investigate the subject and report upon the same, which report was forwarded to you at the time, (copy herewith attached, marked J.)

On September — Captain Gentry again visited the points of distribution in Alabama, under instructions from me, (copy hereunto attached, marked K,) and a copy of his report thereon is herewith attached, marked L.

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A.

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
*Washington, D. C., June 27, 1874.*

CAPTAIN: The following telegram has been this day sent to you:

Under the late law of Congress it is desired to issue, not to exceed twelve thousand rations of bacon daily, to the sufferers on the Tombigbee, Warrior, and Alabama Rivers. Will you please communicate with the governor of Alabama in relation to this matter?

It is proposed to deliver the rations at Mobile.

Respectfully, your obedient servant,

A. E. SHIRAS,  
*Commissary-General of Subsistence.*

Capt. T. C. SULLIVAN,  
*Commissary of Subsistence, New Orleans, La.*

A true copy:

THOMAS C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

---

B.

SUBSISTENCE OFFICE, UNITED STATES ARMY,  
*New Orleans, La., June 29, 1874.*

SIR: I am instructed by War Department to deliver to you or your order at Mobile, Ala., twelve thousand rations, (9,000 pounds bacon,) daily, for sufferers on the Tombigbee, Warrior, and Alabama Rivers. To enable me to carry out my instructions, and secure the proper settlement of my accounts, I would request that you furnish me with an official list of such persons as you may designate, to receive and distribute the rations, their residence and post-office address, from whom I shall require duplicate receipts, with your approval indorsed thereon,

Very respectfully, your obedient servant,

THOMAS C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

His excellency the GOVERNOR OF ALABAMA.

A true copy:

THOMAS C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

---

C.

STATE OF ALABAMA, EXECUTIVE DEPARTMENT,  
*Montgomery, July 1, 1874.*

SIR: Yours of the 29th ultimo is received, relative to the disposal of rations appropriated for the use of Alabama. The commissioners to distribute said rations have not



been appointed yet. Immediately that is done, I will furnish you the desired list. The governor is absent from the city, and the matter awaits his action.

Yours, very respectfully,

CHARLES J. ATKINSON,  
*Acting Private Secretary.*

THOMAS C. SULLIVAN, Esq.,  
*Captain and Commissary of Subsistence, New Orleans, La.*

A true copy :

THOMAS C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

D.

STATE OF ALABAMA, EXECUTIVE DEPARTMENT,  
*Montgomery, July 21, 1874.*

SIR: Your telegram of to-day's date was received in due course, to which I replied, "In a few days; have nearly completed arrangements." The reason of this delay is that the governor left the appointment of agents in the hands of the Congressmen for each of the overflowed districts, and we are awaiting the list of names of the desired agents. One district only is wanting, and immediately upon its receipt and the governor's action, I will forward the names, as desired in yours of the 29th ultimo.

Meanwhile, I remain, yours respectfully,

CHAS. J. ATKINSON,  
*Acting Private Secretary.*

THOMAS C. SULLIVAN, Esq.,  
*Captain and Commissary of Subsistence,  
Subsistence Office, United States Army, New Orleans, La.*

A true copy :

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

E.

NEW ORLEANS, LA., July 29, 1874.

SIR: I am directed to inform you that the law appropriating funds for the relief of persons overflowed by the Tombigbee, Alabama, and Warrior Rivers, expires on September 1, 1874.

Very respectfully, your obedient servant,

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

His excellency the GOVERNOR OF ALABAMA,  
*Montgomery, Ala.*

A true copy :

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

F.

STATE OF ALABAMA, EXECUTIVE DEPARTMENT,  
*Montgomery, August 5, 1874.*

DEAR SIR: In answer to yours of the 29th June and 29th July, respectively, I herewith inclose an official list of persons designated by his excellency the governor to receive and distribute the supplies donated to Alabama by act of Congress for the sufferers on the Alabama and other rivers, by overflow. The amounts mentioned are the proportion to which each congressional district is entitled under an agreement entered into among the several members of Congress, and the parties named are fully authorized to receipt for the amounts due their districts, as per inclosed statement. The indorsement of the governor can be had whenever required to their duplicate receipts. M. C. Osborn is the agent to receive the 24 per cent. due the first congressional district, at Mobile, Ala. Apologizing for the delay, and requesting you to give the matter your earliest attention, to prevent its default by expiration of time,

I remain, yours, very respectfully,

CHAS. J. ATKINSON,  
*Private Secretary to Governor of Alabama.*

Capt. THOS. C. SULLIVAN,  
*Subsistence Office, U. S. A., New Orleans, La.*

A true copy :

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

G.

STATE OF ALABAMA, EXECUTIVE DEPARTMENT,  
*Montgomery, August 8, 1874.*

SIR: I hereby empower Charles J. Atkinson, my recording secretary, to receive and receipt for supplies for relief of persons overflowed by Tombigbee, Warrior, and Alabama Rivers, appropriated by act of Congress.

In the event Mr. Atkinson is called away by his official duties before all the supplies are receipted for by him, he is hereby empowered to appoint an agent for the State in his stead to complete the same.

Given under my hand and the great seal of the State this August 8, 1874.

D. R. LEWIS, *Governor.*

Capt. THOS. C. SULLIVAN, U. S. A.,  
*New Orleans, La.*

Attest:

N. H. RICE,  
*Secretary State of Alabama.*

A true copy:

THOS. C. SULLIVAN,  
*Captain and Commissary Subsistence.*

*List of persons to distribute the rations appropriated by act of Congress to Alabama, and the proportion to be shipped to each point.*

*First congressional district.*—M. C. Osborn, Mobile, Ala.; Wm. N. Boynton, Selma, Ala.; M. G. Candee, Camden, Ala. To said committee for first district 24 per cent. is to be delivered for distribution.

*Second congressional district.*—Capt. J. C. Hendrix, Montgomery, Ala.; Holland Thompson, Montgomery, Ala.; to which point 19 per cent. is to be delivered to above committee.

*Third congressional district.*—Col. Wm. H. Betts, Opelika, Ala.; George N. Braxdall, Talladega, Ala. Of the 19 per cent. appropriated for this district, 9½ per cent. is to be shipped to Opelika, and 9½ per cent. to Talladega, as above.

*Fourth congressional district.*—Hon. J. W. Deesen, Demopolis, Ala.; to which point the 24 per cent. appropriated is to be shipped by river from Mobile.

*Fifth and sixth congressional districts.*—John H. Austin, Decatur, Ala.; to which agent the 14 per cent. appropriated for above districts is to be shipped.

#### RECAPITULATION.

First district .....	24	per cent. to Mobile, Ala.
Second district .....	19	per cent. to Montgomery, Ala.
Third district, 19 per cent. ....	9½	per cent. to Opelika, Ala.
	9½	per cent. to Talladega, Ala.
Fourth district .....	24	per cent. to Demopolis, Ala.
Fifth and sixth districts .....	14	per cent. to Decatur, Ala.

100 per cent., total amount.

A true copy:

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

H.

NEW ORLEANS, LA., *August, 1874.*

SIR: In compliance with your instructions I proceeded to Alabama, and visited Mobile, Montgomery, Selma, Demopolis, Decatur, Talladega, and Opelika, all the points designated by you, except Camden, on the Alabama River, between Mobile and Selma.

I learned that the agent at this place was absent; besides, owing to the irregularity of the boats, it was difficult to get there and away in a reasonable time.

The crops, from what I could see and learn, although planted late, were doing well; the districts overflowed have recovered more rapidly than was anticipated from its effects, and very many were of opinion that the necessity for a gratuitous distribution of rations had ceased, and were also apprehensive that they would be used for political purposes. This seemed to have great weight against the measure.

But, on the other hand, from the representations and views of the governor of the State, of the members of Congress residing in or representing the districts affected, (all of whom I saw except Mr. White, but I presume his views are the same,) and who have recently been among their constituents, of a majority of the agents designated by the governor to superintend distribution, and others familiar with the condition of affairs in the inundated sections, I am led to the conclusion that much destitution and

want still exist there, caused in a great measure by the overflow in the spring—of course not so extended or so aggravated as in Louisiana, as the call for bacon only in itself would indicate. I think, however, if the demand had not been made it would have been better. These people have got along, so far, without relief; they doubtless could get along altogether without it.

I could obtain no satisfactory data, either from the governor, the agents, or the congressional representatives, in regard to the number needing relief or the quantity wanted. It was the impression that \$50,000 had been appropriated for this purpose, and calculations were evidently based upon this.

The amount you will probably purchase under your instructions, although only one-fourth of what is expected, will doubtless be enough.

The overflow, or rather succession of freshets, lasted about three weeks, from the latter part of April until about the middle of May. The waters during this time rose higher, and remained outside of their banks longer, than ever before known, and the destruction of property was unprecedentedly great.

A large part of the population, principally colored, were already in abject circumstances, and if relief could have been furnished immediately after, or within a few weeks, it would have been of more service than at this late day, and no question could have been raised as to its necessity. But if any reliance is to be placed on the statements of those I have mentioned, it is still not too late to do much good, if properly managed.

The governor will pay, out of the contingent fund of the State, the cost of transportation from Mobile to the places where it is to be distributed. He has left the care and arrangements for its distribution, to a great extent, with the representatives of their respective districts.

The agents were selected by them, and the ratio for each district fixed by them.

The greatest destitution, unquestionably, exists in the first and fourth congressional districts, and considerable in the second, and it seems to me that the third receives an unusually large proportion, as only the lower part (the junction of the Coosa and Tallapoosa (forming the Alabama) will come under the provisions of the law.

Owing to his absence, I did not see the governor upon my return from that district, but from a telegram his private secretary was about sending him in regard to it, he will doubtless rectify this matter.

In the lower part of the fifth district runs the Warrior, and I suppose the proportion there is not too great.

The Tennessee River runs through the upper section, but the agent was cautioned that this river was not included in the instructions of the commissary-general.

When I saw the governor, it was too late to make any changes in the arrangements, as shipments were about to commence. I would have suggested the plan adopted in Louisiana.

The governor issued instructions to agents and subagents to comply strictly with the law, also to make returns to him of the amounts issued, and to whom. I will add, that I showed the commissary-general's letter to the governor, and the instructions contained therein were fully understood.

Very respectfully,

W. T. GENTRY,  
Captain, Nineteenth Infantry.

Capt. THOMAS C. SULLIVAN,  
Chief Commissary Subsistence, Department of the Gulf.

A true copy :

THOS. C. SULLIVAN,  
Captain, and Commissary Subsistence.

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I.

WESTERN UNION TELEGRAPH COMPANY.

[Dated Washington, D. C. Received September 1, 11.03 a. m.]

Capt. T. C. SULLIVAN,  
Commissary Subsistence, New Orleans, La. :

Complaints are made that rations are being issued at and around Montgomery, Ala., for political purposes, to people who are not sufferers from overflow. Send Captain Gentry to investigate the matter.

A. E. SHIRAS,  
Commissary-General Subsistence.

A true copy :

THOS. C. SULLIVAN,  
Captain and Commissary Subsistence.

J.

SUBSISTENCE OFFICE, U. S. A.,  
New Orleans, September 8, 1874.

SIR: Rumors having reached this office that some of the bacon, issued to the State of Alabama, is being distributed to other persons than those actually suffering from overflow of the Tombigbee, Warrior, and Alabama Rivers, you will proceed at once to Montgomery, Ala., confer with the governor of the State, and visit such points as will enable you to ascertain the facts in the case. Should you be convinced that any portion of the bacon is being distributed to any other class of persons than those actually destitute or helpless, living on or near the rivers named above, who have been rendered so by reason of the recent overflow, you will give such orders as will secure its proper distribution, communicating your action to the governor. Should you be unable to secure a proper distribution of the bacon, you are authorized to seize the same, reporting amount and locality to this office, by telegraph. Upon completion of this duty you will return to this place.

Show these instructions to the governor.

Very respectfully,

Capt. WM. T. GENTRY,  
*Nineteenth Infantry.*

A true copy :

THOS. C. SULLIVAN,  
*Captain and Commissary Subsistence.*

THOS. C. SULLIVAN,  
*Captain and Commissary Subsistence.*

K.

NEW ORLEANS, LA., September 7, 1874.

SIR: I have the honor to report that, in compliance with your orders, I proceeded to Montgomery, Ala., to investigate the facts connected with the alleged distribution of Government rations in and around that place for political purposes. I found that up to the time I was there no rations had been distributed. The agents had delayed issuing, at the request of Mr. Rapier, M.'C., who seemed of opinion that his district had not received its quota of the bacon sent to Alabama. They informed me that, in addition to other instructions, the governor had directed them to confer with Mr. Rapier in regard to the performance of their duties.

I did find, however, that a portion of the bacon had been sold (1,520 pounds for \$152) to defray the expenses of drayage, storage, and distribution from Montgomery to other points in the district.

It seems that Governor Lewis only paid for the transportation of the meat from Mobile, and its delivery at certain central points, such as Montgomery, Demopolis, Selma, &c., and the expenses after this have to be met in some other way. The agents having no funds, concluded, upon consultation with Congressman Rapier, to sell an amount sufficient to meet the estimated cost of storage and distribution throughout the district.

This sale was made openly. The agents are J. C. Hendrix and Holland Thompson. Hendrix is collector of internal revenue, and Thompson is a colored man, holding, or having held, some political office. Both are active politicians, and as party feeling in that section runs very high, their acts are apt to be closely scrutinized.

I believe their action in this matter is as stated, and they evidently believed they were not doing anything out of the way. The bacon is to be replaced.

There is but little destitution in and around Montgomery arising from the overflow, and probably it is not the best point to distribute from, but it was selected by the governor and Mr. Rapier.

Most of the destitution in this district is below Montgomery, principally in Lowndes County. The agents were fully instructed, both by the governor and myself, that none of this bacon was to be diverted from the purpose for which it was appropriated, and they fully understood this. Nothing was said to them about selling it to defray expenses, as I did not anticipate any such action, for I understood from Governor Lewis that he would pay, out of the State contingent fund, all expenses, after its delivery in Mobile, for its proper distribution throughout the State.

I regret that I was unable to see the governor this time. He was absent at his home in the northern part of the State. As I understand from his private secretary that he had directed your last purchase to be stored in Mobile, and not shipped, I presume some of these complaints have reached his ears.

Very respectfully,

Capt. T. C. SULLIVAN,  
*Chief Commissary Subsistence, Department of the Gulf, New Orleans.*

A true copy :

W. T. GENTRY,  
*Captain, Nineteenth Infantry.*

THOS. C. SULLIVAN,  
*Captain and Commissary Subsistence.*

L.

NEW ORLEANS, LA., September 21, 1874.

CAPTAIN: In compliance with your orders, I went to Montgomery, but failed to see his excellency Governor Lewis, who was absent in New York. Hearing complaints of the manner of distributing rations in the district of which Mr. J. W. Dereen is the agent, I went to Demopolis. I found that from misapprehension of his instructions, or rather from wrong instructions to him by the Hon. Charles Hays, rations had been sent to Calero, Brianfield, and Marion, points entirely without the region of the overflow. Some 1,000 pounds had been sent, respectively, to each of these places. As they had been sent some time ago, it was unnecessary to go there, as the matter couldn't be remedied at this time. There was no intention of wrong-doing on Mr. Dereen's part, as he had been directed by the governor to confer with Mr. Hays and be guided by his instructions. Accompanying this is Mr. Dereen's statement, explanatory of the matter.

I also went to Opelika. This place is situated in the second congressional district, (Pelham's.) Although the Coosa and Talapoosa, which form the Alabama, run through it, in my opinion it didn't, or at least but a small portion of it, (Elmore County,) come under the law. The governor at one time countermanded the issue in this district, but subsequently directed it to be proceeded with. I found, however, about a dozen casks still remaining unissued. Under the circumstances, I did not feel authorized, after the governor's action, to sell this bacon or send it elsewhere, but suggested to Hon. W. H. Belta, the agent, to withhold issue until he could communicate with Governor Lewis. I think it might be sent to some other point, where there can be less question in regard to its distribution.

W. T. GENTRY,

*Captain Nineteenth Infantry.*

Capt. T. C. SULLIVAN,  
*Chief Commissary of Subsistence.*

A true copy :

THOS. C. SULLIVAN,  
*Captain and Commissary Subsistence.*

DEMOPOLIS, ALA., September 17, 1874.

SIR: In accordance with your request for a statement in regard to the issuing of Government supplies among the sufferers from the overflow on the Tombigbee and Warrior Rivers in this State, I beg to inform you that on the 22d day of August last I received, at this place, fifty-three thousand six hundred and sixty-three pounds of bacon, consigned to me as agent, to distribute the same among the sufferers from overflow of the aforesaid rivers. My instructions (a copy of which is hereunto attached) were to distribute the meat in any manner indicated by the Hon. Chas. Hays, member of Congress from this (the fourth) congressional district. Major Hays had appointed subagents in each of the counties of this district, and directed them to call upon me for the amount due their counties respectively, which they accordingly did. I having been previously advised by Major Hays to ship the bacon to the agents appointed by him, of course complied with their requests. Major Hays also requested me to act as agent for Marengo County, which I did, and issued the amount allowed to the sufferers from overflow in accordance with law and instructions. I have made report of same to Governor Lewis, as instructed, with list of parties who received the meat. There was not a sufficient amount, however, to meet the demand, especially among the colored people, among whom there is a good deal of dissatisfaction, caused, in my opinion, by the fact of their believing or imagining that the bacon was sent here for all, and that the people who live on high land and not overflowed were as much entitled to receive help from the Government as those who were overflowed. The bacon sent me has all been shipped to the agents in the various counties, with the exception of Pickens. There is no way to ship to Carrollton, the point of destination in Pickens, no railroad running nearer than twenty miles, and the river being so low at this season of the year, no boats are running higher than this place. I therefore hold the amount due Pickens County, subject to the governor's orders.

The extent of country overflowed was very extensive in the counties of Choctaw, Marengo, Sumter, Greene, Hale, Tuscaloosa, Autauga, Pickens, and Sanford, all of said counties lying on the Tombigbee or Warrior Rivers. The amount of damage done is impossible to ascertain, but that it was very great every one concedes. In some places houses, cattle, hogs, sheep, &c., were washed away; whole plantations destroyed; not only the crops destroyed, but the land itself. The immense body of water tore up the ground in such a manner as to leave large and extensive excavations in places where once blooming fields of cotton and corn met the eye—now waste and desolation, destroy ing, of course, the value of the land for all time. It is impossible for me to describe

or for you to realize the extent and amount of damage and suffering caused by the overflow of these two rivers last spring. The water commenced rising in April and did not subside until about the second week in May; so that farmers were unable to work their land before the last of May or first of June. Some farmers had to replant their crops two and three times. As long as the high water lasted, and for some time afterward, many people had nothing to eat, except as they could beg or borrow from their more lucky neighbors, and then very seldom met with success, for very few people had anything to spare. The amount of bacon sent to this portion of the State was not sufficient to give all of the sufferers some; consequently some got none. Should all receive some of the amount sent here there would not be sufficient for each one to make a mouthful. Therefore, those who came for it received it as long as the share for this county lasted.

The following is a list of the counties in this district, all of which, according to my instructions, were entitled to proportionate shares of the bacon according to amount of suffering:

	Pounds.		Pounds.
1. Autauga .....	4,915	8. Marengo .....	8,517
*2. Baker .....	none sent	*9. Perry .....	1,000
*3. Bibb .....	1,000	10. Pickens .....	4,628
4. Choctaw .....	3,685	11. Sanford .....	4,000
*5. Fayette .....	none sent	*12. Shelby .....	1,000
6. Greene .....	6,000	13. Sumter .....	6,000
7. Hale .....	6,000	14. Tuscaloosa .....	4,918

The counties with a star are not on the rivers, and before I knew that they were not entitled to any I had issued to Bibb, Perry, and Shelby in accordance with instructions from Hon. Charles Hays.

Very respectfully, your obedient servant,

JNO. W. DEREEN.

Capt. WM. P. GENTRY, U. S. A.

A true copy:

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

The following is a copy of the letter of instructions referred to, addressed to F. M. Hill, who was originally appointed chairman of the committee for distribution, but did not act:

GREENSBOROUGH, ALA., July 19, 1874.

SIR: I have this day nominated you a chairman of the general committee to superintend the distribution of rations to the inundated poor of the fourth congressional district. The rations will be shipped at once to Demopolis, and from that point you will make distribution to the subagents of the different counties, a list of whom is herewith sent for your guidance and information. In determining the amount to be given each county, you will be governed by whatever instructions you may receive from the governor, as well as by the real destitution existing in each county; of course the overflowed districts will need more than those not overflowed. In this matter your committee must exercise their own judgment. Messrs. John W. Dereen, of Demopolis, and John Witherspoon, of Ferkland, will act with you on this committee. I have this day notified them of their appointment. Of course you will be compelled to be at Demopolis for a considerable portion of your time. Please notify me at Haysville at once if you can accept the position. I regret to say there is no pay in the office, but I hope you will consent to act, as I want good men for the place.

Respectfully,

CHARLES HAYS.

Hon. F. W. HILL,  
*Nanafalia, Ala.*

The foregoing is the only instructions I had, except one received from the governor directing me to issue in accordance with any instructions I might receive from Major Hays, and another from the governor making no very material change, but which I received after the rations were issued.

Respectfully,

JNO. W. DEREEN.

A true copy:

THOS. C. SULLIVAN,  
*Captain and Commissary Subsistence.*

FORTY-THIRD CONGRESS UNITED STATES,  
House of Representatives, Washington, D. C., June 24, 1874.

At a meeting of the republican Congressmen of Alabama, in the Agricultural Committee room at the Capitol, in Washington, Col. Alex. White was requested to act as chairman, and William H. Betts to act as secretary.

A letter was read from Governor Lewis, requesting congressional advice in regard to the distribution of rations appropriated by Congress for the overflowed districts in Alabama.

Major Hays stated the conversation between himself and the Commissary-General in regard to the distribution of said rations.

Various expressions of opinions in regard to said supplies, when it was finally resolved, that we recommend to the governor of Alabama that 24 per cent. be given to the fourth congressional district; 24 per cent. to the first congressional district; 19 per cent. to the second congressional district; 19 per cent. to the third congressional district, and 14 per cent. to the fifth and sixth congressional districts.

General Spencer moved that Colonel White and Major Hays be appointed a committee to wait upon the Commissary-General, ascertain the amount of supplies we are to receive, and press upon him the necessity of furnishing said supplies at once.

*Resolved*, That a copy of these resolutions be forwarded to the governor.

ALEX. WHITE, *Chairman*.

W. H. BETTS, *Secretary*.

STATE OF ALABAMA, EXECUTIVE DEPARTMENT,  
Montgomery, September 28, 1874.

*Amount shipped for distribution in the first congressional district, viz:*

W. N. Boynton, 20 hogsheads, weighing net 22,630 pounds; 10 to Selma, 5 to Cahaba, 5 to Portland, Alabama River.

W. G. Candee, 21 hogsheads, weighing net 25,868 pounds; to various way-landings, Alabama River.

W. C. Osborn, 7 hogsheads, weighing net 7,353 pounds; to various points in Mobile County, &c.

*Amount shipped for distribution in the second congressional district.*

Hendrix & Thompson, 33 boxes, weighing net 15,496 pounds; 26 hogsheads, weighing net 26,906 pounds; to Montgomery, for distribution throughout the districts, (second.)

*Amount shipped for distribution in the third district to George N. Braxdall.*

Talladega, 31 boxes and 5 hogsheads, weighing 20,536 pounds; to Wm. H. Betts.

Opelika, 18 hogsheads and 1 box, weighing 21,266 pounds, for distribution throughout the entire third congressional district.

*Amount shipped for distribution in the fourth district to J. W. Deereen.*

Demopolis, 45 hogsheads, weighing net 53,663 pounds, for distribution in the entire fourth congressional district.

*Amount shipped for distribution in the fifth and sixth congressional districts.*

To J. H. Austin, 28 hogsheads, weighing net 31,278 pounds, Decatur, for distribution throughout the above districts.

RECAPITULATION.

	Lbs. net.
Shipped to first congressional district.....	55,851
Shipped to second congressional district.....	42,402
Shipped to third congressional district.....	41,802
Shipped to fourth congressional district.....	53,663
Shipped to fifth and sixth congressional districts.....	31,278
<b>Total amount shipped.....</b>	<b>224,996</b>

Amount received from United States Government, 225,000.

*Address of agents.*—W. N. Boynton, Selma, Dallas County, Ala.; M. G. Camder, Camden, Wilcox County, Ala.; Hendrix & Thompson, Mobile, Ala.; George H. Braxdall, Talladega, Ala.; W. H. Betts, Opelika, Lee County, Ala.; J. W. Deereen, Demopolis, Marengo County, Ala.; J. H. Austin, Decatur, Morgan County, Ala.

The agents have not, up to date, sent in the detailed reports of amount distributed. When they do so, copies will be sent. Any other papers you need, let me know, and I will endeavor to furnish them.

C. J. ATKINSON.

A true copy:

THOS. C. SULLIVAN,  
*Captain and Commissary Subsistence.*

NEW ORLEANS, LA., October 23, 1874.

SIR: In compliance with your orders I proceeded to Eufaula, Ala., arriving there on the 10th instant. I found at this place a lot of the bacon which had been purchased by you for distribution to the sufferers by the overflow of the Alabama, Tombigbee, and Warrior Rivers. Eufaula is situated on the Chattahoochie River, and is about eighty miles from the nearest point on the Alabama River, and sending it there was undoubtedly in violation of the law and the instructions in regard to its distribution. As I have heretofore mentioned, the different agents were directed by Governor Lewis to confer with their respective congressional Representatives in regard to issuing this meat, and this lot, as I ascertained, was sent to Eufaula by direction of Mr. Rapier, member of Congress from that district.

According to your instructions I had it seized and sold at public sale, giving six days' notice.

The amount was 5,348 pounds.

Yours, very respectfully,

W. T. GENTRY,  
*Captain Nineteenth Infantry.*

Capt. T. C. SULLIVAN,  
*Chief Commissary of Subsistence, Department of the Gulf.*

A true copy:

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

In obedience to your telegram, dated October 12, I sent Captain Gentry to Eufaula, Ala., to take possession of, and sell at public auction, all bacon found there, being misapplied. Copy of his report thereon attached.

Also, by your order, I sold at public auction bacon seized by Captain Daggett, United States Army, as being misapplied at Seale's Station, Ala.

Total quantity seized amounted to 7,638 pounds, and amount realized, after expenses, will be found in "recapitulation."

Very respectfully,

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

A true extract from report of issue of rations to sufferers from overflow of the Lower Mississippi, Tombigbee, Warrior, and Alabama Rivers, December 18, 1874.

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
*Washington City, December 16, 1874.*

CAPTAIN: Referring to the copy of a resolution of the House of Representatives, sent you by yesterday's mail, you are requested to take immediate steps to obtain all the information possible to enable this Office to make the necessary report in the case.

It is desired that the localities in which rations were issued shall be stated; the number of families or persons to whom issued, the manner of making the issues, whether through committee or otherwise, and all other information bearing upon the subject. It is thought that the requisite information can be obtained by sending to the office of the Governor of Alabama.



It is important that this information be obtained at the earliest practicable moment.

You will please observe that the resolution applies only to the rations issued in the State of Alabama.

Very respectfully, your obedient servant,

A. E. SHIRAS,  
*Commissary-General of Subsistence.*

Capt. T. C. SULLIVAN,  
*Commissary of Subsistence, New Orleans, La.*

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SUBSISTENCE OFFICE, U. S. A.,  
*New Orleans, La., January 7, 1875.*

GENERAL: In obedience to your letter of December 16, 1874, referring to a copy of a resolution of the House of Representatives of December 14, 1874, calling for information regarding the issue of rations to the destitute people of the Tombigbee, Warrior, and Alabama Rivers, in the State of Alabama, &c., I have the honor to report that I have obtained all the information possible upon the subject, and herewith submit it for your information.

The amount of bacon (the only article of food issued) purchased by me for the sufferers above mentioned, was 225,167 pounds, which was delivered in Mobile, Ala., to Mr. Charles J. Atkinson, the agent authorized by the governor to receive the same, between August 5 and September 1, 1874. During the months of October, November, and December, 1874, 19,421 pounds of this bacon was returned to the United States Government, leaving in the State of Alabama, for distribution and consumption, 205,746 pounds. For the mode, amount, the time at which, the places where, to what persons, and by whom this bacon was issued, I refer you to letters of Charles J. Atkinson, State agent, and the governor of Alabama, and report of Capt. Wm. T. Gentry, U. S. A., copies of which are herewith attached, marked A, B, and C.

Each member of the committees appointed by the governor was made an agent for the distribution of the bacon, and allotted certain districts of country; these agents distributed to families, and appointed sub-agents to assist them. The reports of some of these agents are incomplete, while some have failed to give any data or report as to what disposition was made of the bacon intrusted to their care. The letter of Charles J. Atkinson, State agent, explains the absence of reports of some of the agents, and Captain Gentry's report embodies all the reports received so far, of whatever nature, as bearing on the distribution of this bacon.

A compilation of the data embodied in these reports, shows a distribution of 190,562 pounds bacon to individuals, families, subagents for distribution, and sold to cover expenses of said distribution, including that returned to the United States Government, leaving 34,109 pounds yet to be accounted for. If it is essential that reports should be obtained direct from those agents failing to obey the orders of the governor, I would respectfully state that it would consume much time to effect it.

Very respectfully, your obedient servant,

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

COMMISSARY-GENERAL OF SUBSISTENCE, U. S. ARMY,  
*Washington, D. C.*

A.

STATE OF ALABAMA, EXECUTIVE DEPARTMENT,  
*Montgomery, November 19, 1874.*

SIR: Inclosed you will find some reports and vouchers for the bacon that has been distributed in this State. I have been waiting, expecting daily to receive the balance of the reports from other parts, but up to present moment I have failed to get them in. Owing to the recent canvass I have found it impossible to get answers to my letters to various agents to send you those already in my possession. I am sorry that I shall not be able to wind this matter up before my successor comes into office, but will have such orders and instructions as to enable the matter to be strengthened.

I have also given instructions to the various agents to return to you immediately any bacon they may now have on hand. These instructions were given at the instance of Captain Gentry.

The bacon sent for distribution to Eufaula and Seale's Station has been sold by Captain Gentry, from whom you will get full reports.

Assuring you I have done everything in my power to bring this business to a successful termination,

I remain, very respectfully,

CHAS. J. ATKINSON,  
*Acting Private Secretary to Governor.*

Capt. THOS. C. SULLIVAN, U. S. A.,  
*New Orleans, La.*

A true copy:

THOS. C. SULLIVAN,  
*Captain and Commissary Subsistence.*

STATE OF ALABAMA, EXECUTIVE DEPARTMENT,  
*Montgomery, August 5, 1874.*

DEAR SIR: In answer to yours of the 29th of June and 29th of July, respectively, I herewith inclose an official list of persons designated by his excellency, the governor, to receive and distribute the supplies donated to Alabama, by act of Congress, for the sufferers on the Alabama and other rivers, by overflow. The amounts mentioned are the proportion to which each congressional district is entitled, under an agreement entered into among the several members of Congress, and the parties named are fully authorized to receipt for the amounts due their districts, as per inclosed statement. The endorsement of the governor can be had whenever required to their duplicate receipts.

M. C. Osborn is the agent to receive the 24 per cent. due the first congressional district at Mobile, Ala.

Apologizing for the delay, and requesting you to give the matter your earliest attention, to prevent its by expiration of time,

I remain yours, very respectfully,

CH'S J. ATKINSON,  
*Acting Private Secretary to Governor of Alabama.*

Capt. THOS. C. SULLIVAN,  
*Subsistence Office, U. S. Army, New Orleans, La.*

A true copy:

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence, U. S. A.*

*List of persons appointed to distribute the rations appropriated by act of Congress to Alabama and the proportion to be shipped to each point.*

First congressional district.—M. C. Osborn, Mobile, Ala.; Wm. N. Boynton, Selma, Ala.; M. G. Candee, Camden, Ala.; to said committee for the first district, 24 per cent. is to be delivered for distribution.

Second congressional district.—Capt. J. C. Hendrix, Montgomery, Ala.; Holland Thompson, Montgomery, Ala.; to which point 19 per cent. is to be delivered to above committee.

Third congressional district.—Col. Wm. H. Betts, Opelika, Ala.; George N. Brexdall, Talladega, Ala. Of the 19 per cent. appropriated for this district, 9½ per cent. is to be shipped to Opelika, and 9¼ per cent. to Talladega, as above.

Fourth congressional district.—Hon. J. W. Deeren, Demopolis, Ala.; to which point the 24 per cent. appropriated is to be shipped by river, from Mobile.

Fifth and sixth congressional districts.—John H. Austin, Decatur, Ala.; to which agent the 14 per cent. appropriation above districts is to be shipped.

## RECAPITULATION.

	Per cent.
First district, to Mobile, Ala. ....	24
Second district, to Montgomery, Ala. ....	19
Third district, { 9 $\frac{1}{4}$ to Opelika, Ala. ....	19
{ 9 $\frac{1}{4}$ to Talladega, Ala. ....	
Fourth district, to Demopolis, Ala. ....	24
Fifth and sixth districts, to Decatur, Ala. ....	14
Total amount.....	100

A true copy :

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

C.

NEW ORLEANS, LA., *December 30, 1874.*

SIR: I have the honor to state that I failed to obtain any additional facts or data at the office of the governor of Alabama in relation to the issue of Government rations in that State. No reports or returns have been received at that office since Governor Lewis left it. Notwithstanding Governor Lewis gave positive instructions to all concerned with the distribution to render a full account of the quantities received and to whom issued, and all matters pertaining thereto, very little attention has been paid to his instructions. The change in the State government may to some extent be the cause of this. However, the district agents, with the exception of M. C. Osborn, of the first, and Wm. H. Betts, of the third, have made reports, copies of which are herewith transmitted, viz: M. G. Candee, G. V. Boynton, first congressional district; Holland Thompson, J. C. Hendrix, second congressional district; G. W. Braxall, third congressional district; J. W. Deeren, fourth congressional district; J. H. Austin, fifth congressional district. Also a report of J. R. Wetherspoon, agent for Green County. These reports are by no means as complete as they should be, but by reference to them it will be seen that in the first congressional district M. G. Candee issued in Wilcox and Monroe Counties 24,902 pounds; G. V. Boynton, in Dallas County, 19,021 pounds.

As heretofore stated, no report has been received from Mr. Osborn. In the second congressional district, Holland Thompson and J. C. Hendrix issued at Montgomery, for various localities, 14,151 pounds, and forwarded to Lowndes County 8,283 pounds; Butler County, 4,235 pounds; Dale County, 2,482 pounds; Barbour County, 4,527 pounds; Bullock County, 5,169 pounds; Pike County, 2,066 pounds; Henry County, 1,036 pounds. Of this 5,248 pounds sent to Eufaula, for Barbour and Henry Counties, and 1,991 pounds, sent to Pike County, have been reclaimed by the Government. In the third congressional district, G. W. Braxall reports that he transferred 3,000 pounds to Clay County, 2,000 pounds to Randolph County, 3,000 pounds to Coosa County, 3,500 pounds to Elmore County, and 1,000 pounds to G. P. Plowman, by order of Hon. Chas. Pelham, and issued 7,500 pounds in Talladega County. The receipts, however, transmitted with his report, only account for 6,500 pounds. As I have stated, W. H. Betts, of this district, has made no report; but of the amount consigned to him by Governor Lewis's agent, 9,792 pounds at Opelika, and 2,390 pounds at Seale Station, have been reclaimed by the Government.

In the fourth congressional district, J. W. Deeren reports having issued 8,606 pounds in Marengo County, and forwarded to Autauga County, 4,915 pounds; Bibb County, 1,000 pounds; Choctaw County, 3,568 pounds; Green County, 6,000 pounds; Hale County, 6,000 pounds; Perry County, 1,000 pounds; Pickens County, 4,628 pounds; Sanford County, 4,000 pounds; Shelby County, 1,000 pounds; Sumter County, 6,000 pounds; Tuscaloosa County, 4,918 pounds. In the fifth congressional district, J. H. Austin reports having forwarded to Walker County 2,178 pounds, and having issued the balance, 29,100 pounds. Mr. Austin gives names and quantities, but not localities.

Messrs. Candee, Boynton, and Braxall forward with their reports the receipts taken by them.

Very respectfully, your obedient servant,

W. T. GENTRY,  
*Captain Nineteenth Infantry.*

Capt. T. C. SULLIVAN,  
*Chief Commissary of Subsistence, Department of the Gulf.*

*Statement of amount of bacon issued by M. G. Candee, agent for the distribution of United States Government supplies, appropriated for the benefit of the destitute of the overflowed district of Alabama for the week ending September 19, 1874.*

## CAMDEN, ALA.

Date.	Name.	No. in family.	Pounds.	Residence.
Sept. 18	Vicey Block .....	3	20	Wilcox County.
18	Quincy Hunter .....	9	20	Do.
18	J. C. Ingersoll .....	8	45	Do.
18	Phil. Galaway .....	6	30	Do.
18	Robert Rich .....	10	45	Do.
19	A. D. Hart .....	9	46	Do.
19	Efrom Wilkinson .....	7	12	Do.
19	Washington Marshall .....	5	19	Do.
19	Singleton Walker .....	6	10	Do.
19	Baze Amercus .....	6	18	Do.
19	Robert R. Richard .....	9	17	Do.
19	Ann Beck .....	4	10	Do.
19	Rechor Hickenbottom .....	2	9	Do.
19	Percella Brown .....	7	21	Do.
19	Elbert Lock .....	2	8	Do.
19	Dennis James .....	3	10	Do.
19	James Hathorn .....	3	8	Do.
19	Henry Powell .....	6	18	Do.
19	F. P. M. Gilbert .....	7	40	Do.
	Total amount in Camden .....		406	

## BUFFORD'S LANDING.

Sept. 19	Joseph Goode .....	13	95	Wilcox County.
19	George Bridges .....	6	30	Do.
19	Hampton Tait .....			Do.
19	Mike Edwards .....	13	95	Do.
19	Nat. Gullet .....	6	30	Do.
19	Robt. Gullett .....	12	90	Do.
19	Dick Gullet .....	3	15	Do.
19	Brown Lirnen .....	8	40	Do.
19	Dan. Gullet .....	5	20	Do.
19	Martin Dockery .....	13	95	Do.
19	Sam. Richards .....	7	35	Do.
19	Sam. Mendenhall .....	6	30	Do.
19	Henry Bufford .....	4	25	Do.
19	Richard Johnson .....	12	90	Do.
19	Eads Bufford .....	4	20	Do.
19	Major Bufford .....	5	25	Do.
19	Burrell Bufford .....	2	10	Do.
19	Andrew Martin .....	6	30	Do.
19	Jack Martin .....	5	30	Do.
19	Sandy Capell .....	8	40	Do.
19	Thaddeus Kennedy .....	3	15	Do.
19	Jaenus Bufford .....	3	15	Do.
19	Zack Bufford .....	4	20	Do.
19	Allen Pharr .....	5	25	Do.
19	Wilson Richard .....	7	35	Do.
19	Henry Cooper .....	6	30	Do.
19	Isaac Dawson .....	11	65	Do.
19	Jackson Marshall .....	3	15	Do.
19	David Ross .....	6	30	Do.
19	John Gee .....	4	20	Do.
19	Nathan Hill .....	11	55	Do.
19	Joseph Watson .....	6	30	Do.
19	Sam. Thompson .....	3	15	Do.

*Statement of amount of bacon issued for the week ending September 19, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Sept. 19	Wash. Gullett.....	4	20	Wilcox County.
19	Tisdorn Gullett.....	6	30	Do.
19	Jacob Robinson.....	11	65	Do.
19	Caroline Gullett.....	9	55	Do.
19	James Nicholson.....	4	20	Do.
19	Martha Gullett.....	2	10	Do.
19	Abby Gullett.....	4	20	Do.
19	Fannie Gullett.....	2	10	Do.
19	Thom. Gullett.....	11	55	Do.
19	Bill Temmaman.....	2	10	Do.
19	Harford Cooper.....	5	25	Do.
19	Jesse Gullett.....	5	25	Do.
19	Edmond Gullett.....	13	95	Do.
19	Jeff. Gullett.....	9	45	Do.
19	Henry Nicholson.....	3	15	Do.
19	Tobe Temmaman.....	3	15	Do.
19	Henry Gullett.....	3	15	Do.
19	Israel Gullett.....	9	35	Do.
19	Moses Gullett.....	6	45	Do.
19	Will Watson.....	6	30	Do.
Total amount at Bufford's.....			1,900	

*Weekly statement of amount of bacon issued by M. G. Candee, agent for the distribution of United States Government supplies appropriated for the benefit of the destitute of the over-looked district of Alabama, for the week ending October 3, 1874.*

## MONROE COUNTY.

Date.	Names.	No. in family.	Pounds.	Residence.
Sept. 28	Ike Welch.....	7	21	Claiborne.
28	Collin Ivans.....	5	15	Do.
28	Collin Foster.....	6	18	Do.
28	Wallis Light.....	7	21	Do.
28	Dave Gullett.....	14	42	Do.
28	John Clausell.....	3	9	Do.
28	Bob Larkins.....	6	18	Do.
28	John Brown.....	8	44	Do.
28	Byrd Crofford.....	5	15	Do.
28	Dave Thompson.....	7	21	Do.
28	John Dunnam.....	6	18	Do.
28	Nathan Lovett.....	6	18	Do.
28	Cezar Clouse.....	4	12	Do.
28	David Painter.....	13	89	Do.
28	Bowen Brown.....	4	12	Do.
28	Joseph Taylor.....	2	14	Do.
28	Henry State.....	2	14	Do.
28	Mack Rankin.....	2	8	Do.
28	Archee Andrews.....	6	18	Do.
28	Sam Portis.....	2	98	Do.
28	John Wyett.....	8	24	Do.
28	Levy Jones.....	6	18	Do.
28	Adam Kuser.....	7	21	Do.
28	Frank Jones.....	4	12	Do.
28	Bob Rankin.....	7	21	Do.
28	Ice Draughorn.....	13	99	Do.
28	Jim Moore.....	6	18	Do.
28	Lyma Morrisett.....	5	15	Do.

*Statement of the amount of bacon issued for the week ending October 3, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Sept. 28	Abe Stabler .....	4	12	Claiborne.
28	Mark Smith .....	7	21	Do.
28	Reaner Gibbins .....	4	12	Do.
28	John Lambert .....	2	16	Do.
28	Austin Sylvester .....	8	24	Do.
28	Jim Hollenger .....	6	18	Do.
28	Raford Lee .....	7	21	Do.
28	Joe Portis .....	6	18	Do.
28	Robt. Harrison .....	12	96	Do.
28	Lumus Lee .....	7	21	Do.
28	William Burk .....	13	95	Do.
28	Harrie McMillan .....	4	12	Do.
28	Sam Brown .....	7	21	Do.
28	Hannah Gilliard .....	7	21	Do.
28	Robt. Smyckins .....	9	27	Do.
28	Luther Gilliard .....	3	9	Do.
28	John Easton .....	2	6	Do.
28	Peter Kyle .....	3	18	Do.
28	Ace Agee .....	7	21	Do.
28	Nancy Toney .....	11	73	Do.
28	Jacob Stabler .....	12	36	Do.
28	Charity Wallis .....	3	9	Do.
28	Thone Bay .....	8	24	Do.
28	Espy Harris .....	3	9	Do.
28	Betha McCall .....	7	21	Do.
28	Sylusta Agee .....			Do.
28	Ella Rigby .....			Do.
28	London Johnson .....			Do.
28	Cupid Foster .....			Do.
28	Isaiah Agee .....			Do.
28	Anda Clenlana .....			Do.
28	Henry Abrams .....			Do.
28	William James .....			Do.
28	George Reed .....			Do.
	Total amount in Monroe .....		1,625	

Total amount for the week ending Oct. 3, 2,625 pounds.

*Weekly statement of bacon issued by M. G. Candee, agent for the distribution of United States Government supplies appropriated for the benefit of the destitute of the overflowed district of Alabama, for the week ending October 10, 1874.*

LOWER PEACH-TREE.

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 5	Ben Mayor .....	7	30	Wilcox County.
5	Jane McCaskill .....	9	40	Do.
5	Chaton Portis .....	8	35	Do.
5	Richard McCaskill .....	6	25	Do.
5	James Luker .....	5	20	Do.
5	Richard Gregg, (sr) .....	13	82	Do.
5	Chals Portis .....	6	25	Do.
5	Thomas Nettles .....	10	30	Do.
5	Wesley McIntosh .....	6	18	Do.
5	Richard Gregg, (jr) .....	4	20	Do.

*Statement of amount of bacon issued for the week ending October 10, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 5	Henry Johns .....	7	35	Wilcox County.
5	Henry Blake .....	5	25	Do.
5	James Culpeper .....	18	92	Do.
5	Jess Nettles .....	7	32	Do.
5	Richard McIntosh .....	3	15	Do.
5	Silas Simmammon .....	5	25	Do.
5	Robert Brantly .....	10	30	Do.
5	Ansiver Carstassen .....	25	85	Do.
5	Ham McIntosh .....	9	38	Do.
5	Moses Jones .....	8	35	Do.
5	Jacob Matthews .....	3	12	Do.
5	Bob Packer .....	3	12	Do.
5	Frank Pendleton .....	8	33	Do.
5	Jane Culpeper .....	4	18	Do.
5	Rachiel Nettles .....	3	12	Do.
6	Bill Stewart .....	5	25	Do.
6	Henry Peoples .....	8	35	Do.
6	Miss Frechett .....	2	15	Do.
6	Gran. Mobly .....	6	25	Do.
6	Peter McIntosh .....	4	15	Do.
6	Richard McCaskill .....	12	45	Do.
6	Jack Bright .....	6	25	Do.
6	Ham Culpeper .....	9	45	Do.
6	Bob Mayer .....	6	24	Do.
6	Bertlett McCaskill .....	8	24	Do.
6	John Pome .....	7	30	Do.
6	Sarah McCaskill .....	3	15	Do.
6	Manuel Culpeper .....	5	20	Do.
6	George McLain .....	3	12	Do.
6	George Felan .....	9	20	Do.
6	Ben. Henry .....	19	75	Do.
6	Isaac James* .....	48	148	Do.
6	Jack Mobly .....	3	12	Do.
6	Samuel Jones .....	6	25	Do.
6	Pompy Balliard .....	3	12	Do.
6	Henry Johnson .....	6	25	Do.
6	John Culpeper .....	4	15	Do.
6	Adam McIntosh .....	12	38	Do.
6	Ed. Williams .....	3	12	Do.
6	Shank Williams .....	4	15	Do.
6	W. S. Irby .....		25	Do.
	Total amount in Lower Peach-Tree .....		1,641	

*Weekly statement of bacon issued by M. G. Candee, agent for the distribution of United States Government supplies appropriated for the benefit of the destitute of the overflowed district of Alabama, for the week ending September 26, 1874.*

## CLAIBORNE.

Date.	Names.	No. in family.	Pounds.	Residence.
Sept. 23	Henry Fox .....	15	88	Monroe County.
23	Mike Warren .....	9	61	Do.
23	Peter Nettles .....	3	16	Do.
23	William Nettles .....	13	83	Do.
23	Abram Jay .....	11	69	Do.
23	Mike Anderson .....	3	18	Do.
23	Phill Edwards .....	5	40	Do.

*Statement of amount of bacon issued for the week ending September 26, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Sept. 23	Simon Watts.....	5	47	Monroe County.
23	Jerry Tanger.....	6	58	Do.
23	Epson Mimes.....	11	29	Do.
23	Willeas Robbins.....	4	18	Do.
23	Fred Saulter.....	3	13	Do.
23	Nathan Kuls.....	4	32	Do.
23	Joel Allen.....	4	27	Do.
23	Simon Henderson.....	8	43	Do.
23	David Beggs.....	8	58	Do.
23	Rankin James.....	12	48	Do.
23	Mary Treefood.....	4	33	Do.
23	Fred Henderson.....	6	39	Do.
23	Jerry Lewis.....	7	48	Do.
23	Richard Deacle.....	10	60	Do.
23	John Kiles.....	5	35	Do.
23	John Sills.....	4	29	Do.
25	Jacob Wright.....	5	23	Do.
25	Mollie Gilfrey.....	6	28	Do.
25	Walter Fox.....	5	27	Do.
25	Atlas Covington.....	13	45	Do.
25	J. J. Murphy.....	5	29	Do.
25	Peter Rugg.....	6	37	Do.
25	Jorden Mimes.....	12	92	Do.
25	Jones Raldis.....	10	27	Do.
25	Sarah Roschilds.....	15	97	Do.
25	Smith Bragg.....	6	30	Do.
25	Daniel Falkner.....	6	25	Do.
25	William Parker.....	8	33	Do.
Total for Monroe County.....		.....	1,485	

*Weekly statement of bacon issued by M. G. Candee, agent for the distribution of supplies appropriated by the United States Government for the destitute of the overflowed district of Alabama, for the week ending October 17, 1874.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 12	Siss Marsh.....	5	30	Clifton.
12	George Wiggins.....	5	30	Do.
12	Ben Wiggins.....	6	50	Do.
12	Dick Bethea.....	9	50	Do.
15	Dan Mathews.....	11	70	Do.
15	Patrick Bethea.....	4	25	Do.
15	Henry Bonner.....	8	48	Do.
15	Brister Bithea.....	9	65	Do.
15	Scott Hickley.....	6	60	Do.
15	Buster Jones.....	2	12	Do.
15	Battle Scott.....	6	25	Do.
15	Mose Byrd.....	9	60	Do.
15	Persey Bithea.....	8	68	Do.
15	Silvus Paton.....	2	12	Do.
15	Daniel McRenolds.....	7	45	Do.
16	Phill Williams.....	5	30	Do.
16	Lewis Mathews.....	6	40	Do.
16	Lizzie Elam.....	3	15	Do.
16	January Thomas.....	6	25	Do.
16	Phill Abrams.....	3	15	Do.
16	Polk Hucklebee.....	3	20	Do.
16	Miles Davis.....	5	30	Do.



*Statement of amount of bacon issued for the week ending October 17, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 16	Jake Williams .....	2	12	Clifton.
16	Henry Thomas .....	5	30	Do.
16	Beck Satterwhite .....	4	25	Do.
16	Lucendy Bonner .....	4	25	Do.
16	Berty Richardson .....	8	45	Do.
16	Hector Mathews .....	2	12	Do.
16	George Mack .....	7	60	Do.
16	Abram Satterwhite .....	4	25	Do.
16	Thomas McNull .....	4	25	Do.
16	Mike Mitchell .....	5	30	Do.
16	Ardelia Mathews .....	2	12	Do.
16	Herbert Malleara .....	6	25	Do.
16	Cornelius Bell .....	4	16	Bridgeport.
16	Robert Beck .....	5	20	Do.
16	Richmond McNull .....	6	30	Do.
16	Robert White .....	4	16	Do.
16	Laura Bissell .....	8	40	Do.
16	Peter Goode .....	6	30	Do.
16	Ned Cochran .....	4	16	Do.
16	Phelam Press .....	4	30	Do.
16	Fayett Saffold .....	6	30	Do.
16	Green Baykin .....	6	30	Do.
16	William Allin .....	6	30	Do.
16	William Beck .....	10	55	Do.
	Total amount .....		1,414	

*Weekly statement of bacon issued by M. G. Candee, agent for the distribution of United States Government supplies appropriated for the destitute of the overflowed district of Alabama, for the week ending October 24, 1874.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 19	Isaac Hetway .....	5	20	Black's Bluff.
	Richard Morris .....	5	20	Do.
	Sam. McPherson .....	2	8	Do.
	Betsy Lawson .....	4	16	Do.
	Eddie Delage .....	3	12	Do.
	Julia Tait .....	2	8	Do.
	Charlott Tait .....	4	16	Do.
	Julia Joe .....	2	8	Do.
	Lottie Smart .....	3	12	Do.
	Lucy Purham .....	2	8	Do.
	Bertha Burk .....	1	4	Do.
	Adelia Cole .....	1	4	Do.
	John Tait .....	3	12	Do.
	M. Thomas .....	6	24	Do.
	Anstin Spencer .....	3	22	Do.
	Alexander Brown .....	7	28	Do.
	John McDevell .....	7	28	Do.
	D. Jackson .....	12	48	Do.
	Rebecca Westcoat .....	3	12	Do.
	Moses Charleston .....	4	16	Do.
	Phill Tait .....	4	16	Do.
	Gebbee Jackson .....	2	8	Do.
	Andrew Westcoat .....	6	24	Do.
	Eddie Nathan .....	2	8	Do.
	Charlott Irvin .....	3	12	Do.

*Statement of amount of bacon issued for the week ending October 24, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 19	Henry Knight .....	2	8	Black's Bluff.
	Harris Tait .....	3	12	Do.
	Lucy Porter .....	3	12	Do.
	Charles Baker .....	8	32	Do.
	Betsy Tait .....	1	4	Do.
	A. McPherson .....	5	20	Do.
	Mary Dortch .....	2	8	Do.
	William McLean .....	6	24	Do.
	Ned Marsh .....	7	28	Do.
	Jerry Huff .....	11	44	Do.
	William McDowell .....	7	28	Do.
	Caroline Smith .....	4	16	Do.
	Rose Smith .....	4	16	Do.
	Hix Smealey .....	6	24	Do.
	Rich Smith .....	4	16	Do.
	William Stearns .....	4	16	Do.
	Wiley Arrington .....	2	5	Do.
	Lafayette Marrsett .....	5	20	Do.
	Bob McLean .....	8	32	Do.
	Peter McIntosh .....	3	12	Do.
	Solomon McIntosh .....	3	12	Do.
	Peter Jay .....	10	40	Do.
	John Watkins .....	7	28	Do.
	James Matthews .....	4	16	Do.
	Sallie Mathews .....	2	5	Do.
	George Oliver .....	6	24	Do.
	Betsy Oliver .....	5	20	Do.
	Thomas Ramsey .....	7	28	Do.
	John Watkins .....	8	32	Do.
	Joe Mathews .....	6	24	Do.
	Francis Mathews .....	6	24	Do.
	Andrew Mathews .....	6	24	Do.
	Sam Mathews .....	8	32	Do.
	Henry Mathews .....	8	32	Do.
	Nelson Mathews .....	4	24	Do.
	Charles Lamer .....	8	32	Do.
	Ned Hines .....	2	8	Do.
	Israel Homer .....	6	24	Do.
	Isaac Dortch .....	3	12	Do.
	Jessie Heise .....	2	8	Do.
	William Moore .....	6	24	Do.
	Shepp Fry .....	6	24	Do.
	D. Bowden .....	4	24	Do.
	J. Toliver .....	8	32	Do.
	Andrew Smith .....	6	24	Do.
	Baster McDowell .....	5	20	Do.
	Thomas Ramsey .....	6	24	Do.
	Mame James .....	4	24	Do.
	Thomas Ramsey .....	5	20	Do.
	Thomas Mathews .....	6	24	Do.
	Ned Griffin .....	5	20	Do.
	Isaac Dortch, jr. ....	3	12	Do.
	March Nettles .....	5	20	Do.
	Joe Tait .....	6	24	Do.
	Stark Tait .....	2	8	Do.
	Alex. Tait .....	8	32	Do.
	Andrew Jackson .....	3	12	Do.
	Gibby Gilliard .....	5	20	Do.
	Willias Miller .....	7	28	Do.
	Burk Coleman .....	6	24	Do.
	Alex. Mathews .....	5	20	Do.
	Nathan Tait .....	6	24	Do.
	S. Misson .....	7	28	Do.

*Statement of amount of bacon issued for the week ending October 24, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 19	Hiram Dortch .....	9	36	Black's Bluff.
	Jane Mathews .....	5	20	Do.
	R. Tait .....	6	24	Do.
	Abram Mathews .....	5	20	Do.
	Harriet Jorden .....	2	32	Do.
	Emma Mathews .....	5	20	Do.
	Barrett Jupiter .....	6	24	Do.
	Washington Asgill .....	4	16	Do.
	William Dill .....	6	28	Do.
	Abram Mathews .....	4	16	Do.
	Webster Richards .....	3	12	Do.
	Ned Mathews .....	7	28	Do.
	Daren Stephens .....	2	8	Do.
	Thomas Hubbard .....	3	12	Do.
	Davis McArthur .....	4	16	Do.
	Monday Reagin .....	4	16	Do.
	Richard Amuel .....	3	12	Do.
	Ned Moore .....	5	20	Do.
	Phil Bush .....	3	12	Do.
	K. Dortch .....	3	12	Do.
	Bob. Nettles .....	7	28	Do.
	Monday Judkins .....	5	20	Do.
	Jerry Mitchell .....	3	12	Do.
	Phill Horten .....	5	20	Do.
	Reagin Wilson .....	5	20	Do.
	Quence Dortch .....	7	28	Do.
	W. J. Shelborne .....	5	20	Do.
	Peter Irbin .....	6	12	Do.
	Sharper Turner .....	6	24	Do.
	Moses Henry .....	4	16	Do.
	Crofford Taylor .....	5	20	Do.
	Jacob Mathews .....	3	12	Do.
	James Mathews .....	4	16	Do.
	Harrie Mathews .....	2	8	Do.
	James Granville .....	5	20	Do.
	Hugh Williams .....	4	16	Do.
	Warren Mitchell .....	7	28	Bridgeport.
	Kit Robbins .....	3	12	Do.
	Wily Reagin .....	3	12	Do.
	Johnson Simes .....	6	24	Do.
	Juddy Caleston .....	7	28	Do.
	Reuben Biggby .....	10	40	Do.
	Ben Hubbard .....	4	16	Do.
	Dan Bee .....	1	4	Do.
	Dan Mathews .....	6	24	Do.
	Isham Isaac .....	4	28	Do.
	Jim James .....	5	20	Do.
	Noah James .....	6	24	Do.
	Bartlett Hathorn .....	2	8	Do.
	Nelson Barkley .....	6	24	Do.
	Harkless Nicholson .....	10	40	Do.
	Hark Glover .....	3	12	Do.
	E. Casilton .....	4	16	Do.
	Manuel Mason .....	2	8	Do.
	Bellie Cook .....	4	16	Do.
	John Thomas .....	8	32	Do.
	Andrew Jackson .....	3	12	Do.
	Bob Earwin .....	5	15	Do.
	Nicholas Atwood .....	8	24	Do.
	Pleas Lawrence .....	3	12	Do.
	Chester Irvin .....	4	12	Do.
	Bristor R. ....	6	30	Do.
	Bristor Daniels .....	6	30	Do.

*Statement of amount of bacon issued for the week ending October 24, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct 19	Manie Beck.....	3	15	Black's Bluff.
	Samuel Daniels.....	4	20	Do.
	Robert Smith.....	3	16	Do.
	Abram Adams.....	7	26	Do.
	Nathan Sellers.....	5	25	Do.
	Peter Sellers.....	8	40	Do.
	Alex. Beck.....	4	25	Do.
	Rigby Beck.....	5	20	Do.
	Handy Mitchell.....	7	24	Do.
	Henry Carson.....	6	30	Do.
	John Ross.....	4	20	Do.
	Isaac Abrams.....	7	45	Do.
	Jenkins Robbins.....	4	20	Do.
	Rena Carson.....	6	30	Do.
	Harriet Pharr.....	2	10	Do.
	July Beck.....	3	21	Do.
	Kezzie Williams.....	5	25	Do.
20	Peagin Peoples.....	5	20	Do.
	Jonous Scursees.....	6	24	Do.
	Cornellious Briggs.....	5	20	Do.
	John Mingo.....	6	24	Do.
	Hubbard Moore.....	6	24	Do.
	Calvin Moore.....	4	16	Do.
	William Pettway.....	2	8	Do.
	Hana Irby.....	11	30	Do.
	Andrew Mingo.....	7	28	Do.
	Dick Irby.....	6	24	Do.
20	Wash. Irby.....	5	20	Bridgeport
20	Jno. Youarge.....	8	32	Do.
20	Rob. Petway.....	5	20	Do.
20	Austin Petway.....	6	24	Do.
20	Wily Petway.....	7	28	Do.
20	Esau Petway.....	2	8	Do.
20	Buck Swaney.....	2	8	Do.
20	Jim. McRea.....	2	8	Do.
20	Lomsea Ellis.....	6	24	Do.
20	Sam Blackman.....	5	20	Do.
20	Hushall Pettway.....	3	12	Do.
20	Fannie Pettway.....	3	15	Do.
20	Calvin Morgan.....	4	16	Do.
20	Lizzie Perkins.....	8	32	Do.
20	Peter Boykin.....	6	24	Do.
20	Isaac Johnson.....	3	12	Do.
20	Joe Isaac.....	4	16	Do.
20	Joe Pettway.....	6	24	Do.
20	Taylor Irby.....	2	8	Do.
20	William Weatherford.....	7	28	Do.
20	Swan Willias.....	2	8	Do.
20	Logger Williams.....	5	12	Do.
20	Zack. Pettway.....	5	20	Do.
20	Nelson Pettway.....	4	20	Do.
20	Pompey Pettway.....	3	16	Do.
20	Phill. Pettway.....	2	8	Do.
20	Henry James.....	2	8	Do.
20	Nancy Weatherford.....	6	30	Do.
20	Elleas Dealy.....	3	12	Do.
20	Monter Carson.....	7	27	Do.
20	Bacus Carson.....	6	20	Do.
20	Empror Ervin.....	8	24	Do.
20	Kelly McDowell.....	5	20	Do.
20	Peter Baldwin.....	4	16	Do.
20	Shadreck Pettway.....	5	20	Do.
20	Thomas Carpenter.....	4	60	Do.

Statement of amount of bacon issued for the week ending October 24, 1874--Continued.

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 20	Calvin Moore.....	3	9	Bridgeport.
20	Andrew Johnson, jr.....	4	20	Do.
20	Enoch Parish.....	4	20	Do.
20	Jno. Pettway.....	5	20	Do.
20	Warren Mobly.....	6	24	Do.
20	Isaac Turner.....	5	40	Do.
20	Jacob Ervin.....	5	20	Do.
20	F. P. M. Gilbert.....	9	53	Do.
20	Caroline Jones.....	2	6	Do.
20	George Ellis.....	9	38	Do.
20	Bill Wilcox.....	6	24	Do.
20	Owen Pettway.....	4	16	Do.
20	Dennis Carson.....	7	28	Do.
20	Isaac Wilcox.....	6	20	Do.
20	Major Pettway.....	2	8	Do.
20	Jeff. Pettway.....	1	4	Do.
20	Hilliard Pettway.....	5	20	Do.
20	Armsted Saffold.....	5	20	Do.
20	Lamer Gee.....	2	24	Do.
20	Edmond Carson.....	4	20	Do.
20	Bacon Pettway.....	8	24	Do.
20	Lewis Pettway.....	8	24	Do.
20	Warren Pettway.....	8	24	Do.
20	Jerry Pettway.....	9	36	Do.
20	Sileas Robinson.....	4	16	Do.
20	Julia Beck.....	2	8	Do.
20	N. Davis.....	3	18	Do.
20	Isiah Bell.....	5	20	Do.
20	Henry Thomas.....	4	16	Do.
20	Henry Perryman.....	9	27	Do.
20	Ben. Longmyer.....	7	21	Do.
20	Fred. Cochran.....	2	8	Do.
20	Martha Falls.....	4	24	Do.
20	Clark Ervin.....	6	24	Do.
20	Toney Nevel.....	3	9	Do.
20	Harkles Hunter.....	6	18	Do.
20	Nelson Johnson.....	3	18	Do.
20	Nancy Marsh.....	6	24	Do.
20	Rigeby Green.....	2	4	Do.
20	Ephrom Wilkerson.....	8	30	Do.
20	Daniel McGuire.....	4	8	Do.
20	Anderson Pharr.....	6	12	Do.
20	J. W. Cook.....	9	18	Do.
20	E. H. Cook.....	7	14	Do.
20	David Pettway.....	7	28	Do.
20	James A. Pettway.....	6	24	Do.
20	Sol. Pettway.....	6	24	Do.
20	Anthony Pettway.....	10	40	Do.
20	Adam Carson.....	3	12	Do.
20	Harrie Pettway.....	8	24	Do.
20	Warren Pettway, sr.....	8	24	Do.
20	Inderbyrd Gray.....	3	12	Do.
20	Sallie Edwards.....	8	32	Do.
20	Henry Lawson.....	4	16	Do.
20	Nero Irby.....	7	21	Do.
20	Sam. Presley.....	6	20	Do.
20	Isam McLaughlin.....	7	25	Do.
20	Prince Carson.....	7	2	Do.
20	Moses Irby.....	2	6	Do.
20	Mark Parker.....	5	20	Do.
20	Joseph Pettway.....	8	32	Do.
20	June Roach.....	4	16	Do.
20	John Carson.....	4	16	Do.

*Statement of amount of bacon issued for the week ending October 24, 1874—Continued.*

Date	Name.	No. in family.	Pounds.	Residence.
Oct. 20	Harrett Castell .....	2	8	Bridgeport.
20	Kattie Carson .....	5	20	Do.
20	Leah Bell .....	4	16	Do.
20	Mingo Beck .....	2	8	Do.
20	Ransom Jones .....	10	36	Do.
20	Taylor Skinner .....	8	32	Do.
20	Isham Rakestraus .....	4	16	Do.
20	Turner Bell .....	6	24	Do.
20	Charles Williams .....	8	32	Do.
20	Delila Bell .....	4	16	Do.
20	Angoline Irby .....	3	12	Do.
20	Wyett Pettway .....	3	12	Do.
20	Silver Thomas .....	4	16	Do.
20	Gladen Carson .....	6	24	Do.
20	Peter Cochran .....	5	20	Do.
20	Sandie Carson .....	4	16	Do.
20	Legg J. Jones .....	2	8	Do.
20	Richard Williams .....	3	12	Do.
20	Joe Williams .....	3	12	Do.
20	Peter Rodgers .....	4	16	Do.
20	Norris Carson .....	2	8	Do.
20	Bertha Yonge .....	5	20	Do.
20	Cresca Carson .....	2	8	Do.
20	Symon M. Loghlin .....	3	12	Do.
20	Cresy Davis .....	6	24	Do.
21	Isiah Edwards .....	9	36	Do.
21	Gallop Thompson .....	5	20	Do.
21	May George .....	6	20	Do.
21	Alex. Pettway .....	2	8	Do.
21	M. Williams .....	3	12	Do.
21	Oliver Carson .....	3	10	Do.
21	—Heath .....	4	20	Do.
21	Luggmen Carson .....	8	30	Do.
21	Louis Irby .....	3	12	Do.
21	Sanford Pettway .....	7	20	Do.
21	Thomas Pettway .....	10	38	Do.
21	Culom H. Kimbrough .....	5	20	Do.
21	John J. Kimbrough .....	9	36	Do.
21	Stephen Titus .....	4	20	Do.
21	Carter Campell .....	5	20	Do.
21	Larkin McMillan .....	3	21	Do.
21	Bill Williams .....	5	25	Do.
21	D. March .....	6	30	Do.
21	Ruffers Pithenton .....	6	30	Do.
21	Gus. Oliver .....	2	8	Do.
21	George Gorden .....	5	20	Do.
21	Thom. Ransum .....	6	30	Do.
21	Jack Watson .....	4	20	Do.
21	Bob. Pelkinton .....	10	40	Do.
21	Jack Bell .....	2	4	Do.
21	Luke Marsh .....	4	8	Do.
21	Richard Ellis .....	5	10	Do.
21	Ned Carson .....	5	10	Do.
21	Ada Carson .....	1	2	Do.
21	Adam Rigby .....	5	10	Do.
21	Isaac Yates .....	18	36	Do.
21	M. G. Bobe .....	8	16	Do.
21	G. B. Freason .....	3	6	Do.
21	Harriet Freason .....	2	4	Do.
21	Henry Waer .....	2	4	Do.
21	James Hathorn .....	4	20	Do.
21	John Mitchel .....	5	25	Do.
21	F. P. M. Gilbert .....	5	25	Do.

*Statement of amount of bacon issued for the week ending October 24, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 21	Frank Miller .....	3	15	Bridgeport.
21	Nelson White .....	3	15	Do.
21	Harriet Burk .....	4	20	Do.
21	Nancy Estus .....	6	30	Do.
21	Maud Jones .....	8	35	Do.
21	Hannah Jones .....	3	12	Do.
21	Thom Walker .....	6	30	Do.
21	Laura Baldwin .....	4	20	Do.
21	Stephen Kimbrough .....	6	30	Do.
21	Jackson McLema .....	8	35	Do.
21	Thomas Grey .....	6	30	Do.
21	Thomas Pharr .....	2	10	Do.
21	Easter Smith .....	6	30	Do.
21	Charles Fornis .....	5	30	Do.
22	Price Miller .....	8	25	Prairie Bluff.
22	Dick Jones .....	10	80	Do.
22	Jobe Ivens .....	4	22	Do.
22	Stephen Ratey .....	8	44	Do.
22	Mark Sellers .....	8	35	Do.
22	Pigg Pharr .....	6	30	Do.
22	Mack Hanley .....	6	30	Do.
22	Charles Mach .....	12	92	Do.
22	Frank Sellers .....	7	35	Do.
22	Adam Hanks .....	8	35	Do.
22	William Prura .....	15	45	Do.
22	David Farrish .....	8	35	Do.
22	Hana Sellers .....	5	30	Do.
22	Samuel McLean .....	7	27	Do.
22	J. W. Welch .....	3	16	Do.
22	Joe Green .....	13	97	Do.
22	Joe Ramsey .....	6	33	Do.
22	Joe Bigby .....	9	45	Do.
22	W. H. Green .....	9	47	Do.
22	Nancy Dilliard .....	13	95	Do.
22	Caroline Alser .....	12	92	Do.
22	A. Dobbs .....	7	37	Do.
22	James Taur .....	8	30	Do.
23	Sabe Rabson .....	11	66	Do.
22	Henry Ronalds .....	6	25	Do.
22	S. Pharr .....	6	33	Do.
22	Sam. Spencer .....	9	47	Do.
22	Henry Williams .....	7	30	Do.
22	Darley Salterwhite .....	4	22	Do.
22	David Bowden .....	4	22	Do.
22	Phillely Bowden .....	4	22	Do.
22	Jiff Bowden .....	13	47	Do.
22	J. Smith .....	7	47	Do.
22	Stephen Ligman .....	7	20	Do.
22	Harrison M. Greer .....	6	33	Do.
22	Ben. Hegenabotton .....	13	90	Do.
22	Clark White .....	14	98	Do.
22	Liza Halls .....	12	92	Do.
22	Beel McGwynn .....	6	33	Do.
22	Montgomery Busly .....	3	12	Do.
22	Harris Salterwhite .....	11	66	Do.
22	Green Hall .....	6	22	Do.
22	Harris McGwynn .....	6	33	Do.
22	Phill. McGregry .....	8	24	Do.
22	Wade Robison .....	5	20	Do.
22	M. McGregory .....	11	68	Do.
22	Noah Gamble .....	3	15	Do.
22	Andrew Harrison .....	3	16	Do.

*Statement of amount of bacon issued for the week ending October 24, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 22	Alford Robison.....	3	17	Prairie Bluff.
22	C. Smith.....	12	92	Do.
22	A. Handy.....	4	22	Do.
22	C. Williams.....	4	22	Do.
22	F. Bassar.....	3	16	Do.
22	Stephen Pledger.....	11	68	Do.
22	Andrew McGinnis.....	9	35	Do.
22	Watt. Dargin.....	5	28	Do.
22	William Pharr.....	4	23	Do.
22	Bice Dye.....	11	97	Do.
22	Van Smith.....	13	97	Do.
22	Zella Handy.....	12	92	Do.
22	James Bailly.....	4	24	Do.
22	Sam. Darger.....	3	17	Do.
22	Sampson Steel.....	12	92	Do.
22	Soloman Bluce.....	7	38	Do.
22	Sidny Smith.....	3	7	Do.
22	Samy Marshall.....	13	97	Do.
22	Strough Ross.....	6	34	Do.
22	Ramsey Ross.....	8	44	Do.
22	Sir. Carter.....	13	97	Do.
22	Peter Oster.....	4	23	Do.
22	Rufe Westry.....	6	33	Do.
22	Mack Hanly.....	8	44	
22	Moses Miches.....	6	33	
22	Lizzie Patson.....	6	33	
22	Lucy Bank.....	12	98	
22	James Williams.....	6	33	
22	Patsy Ellis.....	5	28	
22	James Bartes.....	7	38	
22	Joe Phan.....	6	33	
22	H. Lester.....	6	33	
22	James Pallon.....	6	33	
22	G. Larsen.....	8	44	
22	John Body.....	6	33	
22	Esaw Carter.....	7	35	
22	Edmon Garner.....	4	23	
22	Bob Marshall.....	5	28	
22	David Ball.....	7	38	
22	Frank Jackson.....	7	15	
22	George McGuire.....	7	50	
22	Elbert Dockery.....	6	40	
22	Jule Burfro.....	7	48	
22	Jack Boster.....	8	50	
22	Sam. Fornis.....	9	70	
	To amount issued for week ending October 24.....		11, 141	
	To amount issued previously.....		8, 471	
	Total amount issued to date.....		19, 612	



*Weekly statement of bacon issued by M. G. Candee, agent for the distribution of United States Government supplies appropriated for the destitute of the overflowed district of Alabama, for the weeks ending October 31 and November 7, 1874.*

## BUFFORD LANDING.

Date.	Name.	No. in family.	Pounds.	Residence.
Oct. 30	Jacob Gullett.....	14	98	
30	Richard Gullett.....	4	18	
30	Haselton Gullett.....	3	16	
30	Peter Rayford.....	10	82	
30	George Sanders.....	1	2	
30	Bill Stroughter.....	9	28	
30	Kissy Calesy.....	1	2	
30	L. Brown.....	4	18	
30	Thomas Ulmer.....	5	10	
30	Wilson Cook.....	8	16	
30	Dorman Davis.....	5	20	
30	Abram Bryant.....	7	24	
30	Mattie Gullett.....	3	16	
30	Thomas Lewis.....	2	12	
30	J. E. Gullett.....	7	14	
30	Caroline Cook.....	5	20	
30	Jim Malliard.....	12	44	
30	Willias Abrams.....	8	26	
30	Mortimore Kennedy.....	5	20	
30	L. Wilson.....	3	16	
30	Solomon Murphey.....	6	22	
30	Wily Moody.....	3	16	
30	Joe Jenkins.....	1	3	
30	Eli Nepp.....	4	20	
30	George Brewer.....	4	20	
30	Dico Bell.....	9	48	
30	Lizzie Ralls.....	4	20	
30	Thomas J. Thompson.....	6	12	
30	Ellis Russell.....	3	6	
30	R. E. Dunn.....	3	6	
30	Sterlin Watson.....	4	28	
30	J. H. Miller.....	8	16	
30	Griffin Bryant.....	8	16	
30	James Dum.....	4	8	
30	Frank Crofford.....	3	16	
30	Calvin Bufford.....	7	14	
30	M. Brewton.....	3	16	
30	W. R. McNeill.....	3	6	
30	Peter Hase.....	6	12	
30	Bill Crumb.....	1	2	
30	Ben. Watson.....	4	20	
30	M. Bufford.....	8	26	
30	Sam. Watson.....	6	20	
30	W. B. Dunn.....	8	16	
30	James T. Carter.....	5	10	
Amount for week ending October 31.....			899	
<i>For week ending November 7.</i>				
Nov. 7	Arthur Irby.....	5	30	
7	J. C. Wear.....	5	20	
7	Ham Cochran.....	15	100	
7	Jobe Moses.....	13	95	
7	Paul Mitchel.....	3	20	
7	Jerry Mitchel.....	5	30	
7	Aberdeen Craig.....	4	25	

*Statement of amount of bacon issued for the week ending November 7, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Nov. 7	Ben. Allison .....	2	16	Clifton.
5	Joe Campbell .....	4	25	
5	John Lewis .....	10	60	
5	Abram McCrohin .....	13	98	
5	Alex. Irby .....	9	80	
5	Frank Irby .....	11	70	
5	Charles Irby .....	13	110	
5	George Irby .....	6	30	
5	Peter .....	4	40	
5	Martin Comore .....	3	30	
5	Swaney Boykin .....	8	40	
5	Phill Boykin .....	13	90	
5	Charles McCrasy .....	3	20	
5	George Boykin .....	6	40	
5	Ben Sills .....	5	25	
5	Kate Fails .....	4	25	
5	A. Fails .....	4	20	
5	Lewis Gee .....	7	50	
5	Bill Austin .....	10	80	
5	Peter Irby .....	12	98	
5	Sam Allen .....	4	25	
5	Jno. H. Irby .....	5	30	
5	Peter Nettles .....	6	30	
5	Nathan Pettway .....	8	64	
5	Slaton Wyatt .....	10	95	
5	Peter Caldwell .....	8	52	
5	Sampson McDowell .....	5	38	
5	James Minchell .....	7	68	
5	Jno. Robbins .....	6	40	
5	Nathan Wilmer .....	12	60	
5	Bill Powe .....	8	50	
5	James Wyatt .....	9	45	
5	Thomas Scott .....	6	30	
5	Jno. Beasley .....	8	40	
5	G. W. Ractleff .....	1	2	
5	Sharper Hays .....	3	9	
5	Gilbert Hays .....	7	16	
5	D. Lovett .....	4	20	
5	Peter Cook .....	10	30	
5	Smart Watson .....	3	20	
5	A. Chancey .....	1	16	
5	I. W. Irvin .....	3	35	
5	Aaron Hignbutton .....	7	40	
5	Jno. Anderson .....	6	30	
5	Fannie Kennedy .....	3	21	
5	Mary Smith .....	6	30	
5	Jane Felder .....	4	20	
5	Sampson Ralls .....	4	20	
5	Frank Black .....	3	21	
5	F. F. Duncas .....	5	10	
5	Richard Beck .....	7	35	
5	Alford Mathews .....	6	30	
5	London Ralls .....	11	60	
5	H. Brown .....	2	20	
5	Peter Black .....	21	42	
5	Lewis Wiggins .....	6	30	
5	Allen Gardner .....	10	60	
5	Gilbert Campbell .....	9	18	
5	Dave Wright .....	4	14	
5	Swany Gorett .....	9	36	
5	Frank Agee .....	6	30	
5	Margreat A. Micher .....	2	4	
5	Simon Kimbrough .....	5	10	

*Statement of amount of bacon issued for the week ending November 7, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Nov. 5	Easton Cook.....	3	21	
5	Francis Solomon.....	8	32	
5	Luther Ducker.....	12	90	
5	Johnson Lee.....	4	25	
5	Henry Davenport.....	7	44	
5	Wily Dumas.....	9	93	
5	Anthony Peorkius.....	5	90	
5	Allen Walker.....	2	20	
5	Betsy Robbins.....	2	16	
5	Eseck George.....	6	30	
5	Alford Robbison.....	7	24	
5	Alford Menchea.....	7	44	
5	Simes Cook.....	7	35	
5	Ellis Hudson.....	5	20	
5	Robt. Sluppy.....	5	10	
5	Wash. Kimbrough.....	10	60	
5	Eli Bridges.....	9	48	
5	Anderson Cook.....	2	14	
5	Tim Bridges.....	5	40	
5	H. Smith.....	3	21	
5	Isaac Smith.....	5	28	
5	Bill Davis.....	7	44	
5	Jno. Bridges.....	4	18	
5	Frank Smith.....	9	60	
5	Ned Bonham.....	5	30	
5	Silus Smith.....	7	44	
5	Palen McGill.....	6	42	
5	Louisa Cook.....	4	20	
5	Viney Bethue.....	2	10	
5	O. Dumas & Co.....	12	86	
5	C. S. Woodward.....	17	34	
5	H. A. Ractliff.....	17	34	
5	Nathan Daniel.....	8	16	
5	George Dumas.....	4	9	

	Pounds.
By amount issued for the week ending November 7 .....	3,996
Previously issued .....	19,612
Whole amount to date.....	23,608
To balance on hand .....	1,281

*Weekly statement of bacon issued by M. G. Candee, agent for the distribution of United States Government supplies appropriated for the sufferers by the late overflowed district of Alabama, for the week ending November 14, 1874.*

Date.	Name.	No. in family.	Pounds.	Residence.
Nov. 10	Andrew Culpepper.....	6	25	Lower Peach-Tree Landing.
10	Henry Block.....	5	20	Do.
10	Richard McCaskie.....	5	18	Do.
10	Brantley McCaskie.....	7	25	Do.
10	Creasy Campbell.....	6	24	Do.
10	Silas Gordan.....	4	16	Do.
10	Ham McIntosh.....	9	35	Do.

*Statement of amount of bacon issued for the week ending November 14, 1874—Continued.*

Date.	Name.	No. in family.	Pounds.	Residence.
Nov. 10	Moses Jones.....	8	27	Lower Peach - Tree Landing.
10	Jackson McLeod.....	7	30	Do.
10	George McCoy.....	4	16	Do.
10	E. A. Culpepper.....	16	70	Do.
10	E. Culpepper.....	5	21	Do.
10	Claborne Portis.....	8	30	Do.
10	Charlotte Portis.....	7	28	Do.
10	Andrew Sanders.....	5	20	Do.
10	George McLean.....	4	15	Do.
10	Josiah Matthews.....	4	16	Do.
10	Joe Wadkins.....	2	8	Do.
10	John Paine.....	7	21	Do.
10	Henry Johnson.....	7	21	Do.
10	George Glover.....	6	24	Do.
10	Robert Brantly.....	6	30	Do.
10	Mark Wesley.....	9	36	Do.
10	John Wankin.....	7	22	Do.
10	Anser Couray.....	7	20	Do.
10	Josiah Matthews.....	4	12	Do.
10	Laura Sautsberry.....	5	15	Do.
10	Kennedy Smith.....	6	24	Do.
10	Henry Powell.....	6	24	Do.
10	Thomas Powell.....	9	36	Do.
10	Moses Jenkins.....	4	12	Do.
10	David Mathis.....	8	32	Do.
10	Josiah Tofray.....	5	18	Do.
10	James Williams.....	8	32	Do.
10	Moses Gordon.....	10	25	Do.
10	Ben Henry.....	6	24	Do.
10	Pompey Ballaird.....	4	20	Do.
10	James McBeth.....	6	18	Do.
10	John McLeod.....	11	32	Do.
10	Thomas Williams.....	4	6	Do.
10	Richard Grey.....	4	15	Do.
10	Moses Jenkins.....	1	5	Do.
10	Grander Mobly.....	5	10	Do.
10	Charles Buther.....	6	12	Do.
10	Jessie Nettles.....	5	15	Do.
10	Frank Pendleton.....	8	24	Do.
10	Harry Culpepper.....	9	32	Do.
10	April James.....	6	12	Do.
10	A. Morrizette.....	4	8	Do.
10	Henry Oates.....	8	24	Do.
10	Wade Kimborough.....	9	18	Do.
10	W. J. McLean.....	8	24	Do.
10	Ben Smith.....	5	10	Do.
10	Nathan Bryan.....	6	25	Do.
10	Thomas Scott.....	5	10	Do.
10	John Mallery.....	4	10	Do.
10	Bob Packer.....	5	16	Do.
10	Kate McCaskie.....	6	14	Do.
10	Fred Stead.....	2	10	Do.
10	Sam McLeod.....	6	25	Do.
10	Isaac James.....	6	12	Do.
10	John Culpepper.....	4	25	Do.
10	April James.....	5	10	Do.

Amount for the week ending November 14, 1,294 pounds, net.

I certify that the within is a true copy of the original.

CHAS. J ATKINSON,  
Recording Secretary to Governor of Alabama.

SELMA, ALA., November 18, 1874.

MY DEAR SIR: I have the honor respectfully to submit the inclosed vouchers showing the names and condition of the recipients, the manner of distribution, and the amount distributed of the Government supplies placed in my hands by your excellency for distribution in Dallas County, under the recent act of Congress, for the relief of those made destitute by reason of the overflow of the Alabama River.

My effort, in the distribution of these supplies, has been to carry out both the letter and spirit of the law, and to extend relief to as many as possible, and to be of some benefit to each recipient; but a personal knowledge of the true condition of the sufferers has developed the fact that a much larger amount could have been judiciously distributed among those deserving, and, under the law, entitled to relief. This act of munificent liberality calls forth lasting gratitude from many a sufferer, to a liberal Government, and especially to those who were instrumental in obtaining this much-needed relief.

I have the honor to be, your excellency's most obedient servant,  
WM. N. BOYNTON.

His Excellency DAVID P. LEWIS,  
*Governor of the State of Alabama.*

I certify that the within is a true copy of the original.  
CHAS. J. ATKINSON,  
*Recording Secretary to Governor of Alabama.*

*Account of William N. Boynton, agent for the distribution of bacon to the sufferers by the overflow in the first congressional district of Alabama, Dallas County.*

Date.	Name.	No. in family.	Pounds.
Sept. 29	Eliza Smith.....	1	10
Oct. 26	Mary Boynton .....	3	25
10	Bill Tipton.....	3	20
Sept. 30	Ransom Du Bose.....	4	35
28	James Gardner.....	2	12
28	Anderson Du Bose.....	4	22
28	Ed. Watts .....	1	10
28	Fred Milhous.....	2	12
Oct. 12	Samuel Davis .....	4	22
Sept. 28	Alexander Hunter.....	3	17
Oct. 3	Samuel Richie .....	5	30
10	John Tipton .....	3	17
Sept. 28	Dorian Dudley .....	2	15
28	Horace Griffin .....	4	30
28	Abram Sampson .....	2	15
28	Thomas Johnson .....	1	10
Oct. 12	Samuel Brown .....	4	25
Sept. 29	Elijah Blevins .....	5	20
Oct. 9	Alexander Stewart .....	7	40
Sept. 28	Anderson Williams .....	4	22
Oct. 12	William Sturdevant.....	2	12
3	Anthony Goree.....	4	22
3	Anthony Tate .....	2	12
Sept. 28	Alfred Griffin .....	5	20
28	Gilbert Hall .....	2	12
28	Alexander Williams .....	2	12
28	Charles Savony .....	4	22

*Account of William N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 10	Thomas Cleveland .....	2	12
1	John Perine .....	6	30
6	Beverly Swift .....	3	20
2	Peter Mobile .....	2	15
Sept. 28	John Griffin .....	3	20
Oct. 6	Israel Smith .....	3	17
5	Robert Smith .....	4	20
10	Monday Girham .....	3	17
Sept. 28	Alfred Thomas .....	3	17
Oct. 3	Christopher Brown .....	5	25
6	Reuben Johnson .....	6	30
Sept. 28	Irving Patterson .....	3	17
28	Paul Griffin .....	2	12
28	Joseph Watts .....	3	17
Oct. 12	Tram Dennis .....	4	25
3	Larken Boynton .....	7	15
Sept. 29	Isaac McCraw .....	4	20
28	Viney Smith .....	3	15
Oct. 1	Richard Teague .....	3	17
3	Thomas Cunnigin .....	3	17
Sept. 28	Nelson Hill .....	2	12
Oct. 2	Ostin Gantt .....	3	16
Sept. 28	Squire Griffin .....	4	20
Oct. 3	Adison Dunham .....	2	10
Sept. 28	Chance Milhous .....	4	22
28	Jackson Gorham .....	4	22
Oct. 1	William Kelly .....	4	22
3	Francis Noble .....	2	12
Sept. 29	J. D. Thrash .....	4	20
29	James S. Wren .....	7	50
Oct. 2	Samuel Adams .....	2	12
6	Patrick Frazier .....	5	27
Sept. 29	Lucy Brown .....	1	12
Oct. 12	Goodwin Shivers .....	4	25
10	Fred Tate .....	2	10
8	O. S. King .....	2	10
5	William Burwell .....	3	20
3	Emanuel Tipton .....	3	20
12	Frank Watts .....	4	25
2	Lucy Childers .....	2	15
Sept. 30	Littleton Minter .....	6	35
Oct. 5	Jim McCraven .....	2	15
6	Charles Gantt .....	1	10
9	John Greene .....	5	30
3	Lewis Miller .....	2	15
2	Lewis Gibson .....	2	15
2	Anderson Thompson .....	2	15
Sept. 28	Horace Griffin .....	4	25
Oct. 10	Jim Starke .....	4	25
Sept. 30	Lewis Smith .....	8	50
29	Sam Henry .....	3	20
Oct. 1	Richard Powell .....	1	10
3	Tate Vaughan .....	4	20
2	Dan Collier .....	3	20
Sept. 28	Madison Milhous .....	4	25
Oct. 2	Simon Dunham .....	5	30
8	Giles Tate .....	4	25
9	Howard Ball .....	2	15
Sept. 28	Oscar Lawhorne .....	1	12
28	Edmond Phillips .....	2	15
Oct. 6	Abner Norwood .....	2	15
Sept. 28	Andrew Lewis .....	3	20
28	Frank Griffin .....	3	20

*Account of William N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Sept. 29	Peyton Butler.....	3	20
29	Amos Du Bose.....	4	25
28	Joe Muner.....	4	25
29	Cornelius Brantly.....	1	10
Oct. 3	Jay Milhous.....	3	20
Sept. 29	Green Burns.....	2	12
Oct. 7	Bartly King.....	2	12
1	Charles White.....	11	50
Sept. 29	Nancy Edwards.....	1	10
28	George Solomon.....	1	12
Oct. 10	George King.....	2	15
Sept. 29	James J. Elliott.....	1	10
28	Anthony Sharp.....	4	25
Oct. 2	Elias Lowry.....	3	17
3	Harry King.....	2	20
3	John Dunham.....	5	25
Sept. 29	Jeremiah Gross.....	2	12
Oct. 3	Anthony Craig.....	2	12
7	Parker Davis.....	5	25
5	Burwell Davis.....	1	16
6	Ben Waugh.....	6	30
12	Hamp Stern.....	1	8
12	Greene Hunter.....	2	12
5	Oley McConice.....	3	17
8	Peter Tate.....	2	12
8	Moses Tipton.....	3	17
Sept. 29	Henry Griffin.....	3	20
28	Pope Phillips.....	4	25
Oct. 1	Cornelius Cade.....	4	25
Sept. 29	John Davis.....	5	25
28	Charles Griffin.....	4	25
Oct. 2	Henry Scott.....	2	12
Sept. 29	Wm. Cowan.....	1	16
29	Andrew Reeves.....	5	30
28	Daniel Alexander.....	3	25
29	Asbury Reeves.....	1	15
Oct. 12	Hypocrates Stewart.....	2	20
Sept. 29	Harry Burns.....	1	15
Oct. 3	Sam. Field.....	1	15
Sept. 29	John McGruder.....	2	20
Oct. 12	Nancy Perine.....	2	20
8	Caroline Wills.....	3	25
10	Andrew King.....	2	20
Sept. 29	Rosanna Packer.....	3	25
Oct. 8	Jane Taylor.....	1	15
6	George English.....	1	15
Sept. 30	Robert Bland.....	4	30
30	Charles Mixon.....	7	45
Oct. 14	Davey Moore.....	6	35
14	Calhoun Collier.....	3	25
12	Jo. Taylor.....	8	45
10	Harrison Mealing.....	2	25
Sept. 29	Henry Smith.....	1	10
Oct. 2	Neger Williams.....	7	30
10	Rhody King, sr.....	2	12
12	Peter White.....	3	17
Sept. 29	James Jackson.....	2	12
28	Andrew Smith.....	4	20
Oct. 3	Ed. Dnnham.....	3	17
6	Bob King.....	3	17
Sept. 28	Adam Saltmarsh.....	4	25
Oct. 5	Andrew Reese.....	3	17
No date.	Bob Sears.....	3	17

*Account of William N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 3	Stephen Tipton .....	4	22
6	Wm. Frazier .....	5	27
6	Sam. McCurdy .....	6	30
3	George Johnson .....	2	12
5	Minna Hunter .....	4	20
Sept. 30	Jasper Hatcher .....	7	35
29	Hillyard Dubose .....	1	10
Oct. 7	Bob Fields .....	2	20
3	Granderson Blackwell .....	4	25
Sept. 30	Peter Johnson .....	2	20
Oct. 5	John Cade .....	2	20
12	Josephine Allen .....	2	20
15	Robert Thomas .....	2	15
6	Martha Piper .....	3	25
Sept. 28	John Williams .....	4	30
Oct. 2	Nat Pace .....	2	20
Sept. 29	Clinton Shivers .....	4	30
Oct. 7	Alfred McCurdy .....	4	30
3	Tom Boya .....	3	25
10	Bob Weaver .....	4	25
3	John White .....	5	30
Sept. 28	Willard Burnett .....	5	35
Oct. 10	John Milhouse .....	2	20
7	By King .....	4	20
15	Abe Lee .....	3	25
10	Daphney Kelly .....	5	25
3	Reuben Bizzle .....	3	17
3	Johnson McCurdy .....	2	12
6	Robert Tate .....	5	25
Sept. 29	Sylvester Stallworth .....	1	10
28	Smith Snodgrass .....	2	12
28	Henry Moore .....	5	30
Oct. 1	Peter Smith .....	2	20
2	Stephen Duke .....	3	25
2	Mack Peterson .....	2	20
2	Wm. Baker .....	2	20
2	Sam. Vassar .....	4	30
2	Fred. Vassar .....	3	25
2	Alfred Duke .....	5	35
2	Isam Reese .....	7	45
2	B. E. Hatcher .....	6	30
15	John Pleasants .....	2	15
10	George Sinclair .....	2	20
7	Marun Strong .....	2	10
3	Augus Daughity .....	1	8
2	Paul Stolenwerck .....	6	35
10	Ike Lewis .....	1	20
6	Bill Townsend .....	2	10
Sept. 29	Wm. Edmonds .....	6	35
30	Ike Russell .....	2	20
Oct. 12	Alfred Strother .....	5	25
15	Offy Collins .....	2	20
2	Jeff Saunders .....	7	45
8	Claibourne Hatcher .....	2	20
15	Frank Phillips .....	3	25
15	Jessie Richer .....	3	25
12	Smith Davis .....	2	20
15	Jonas Smith .....	3	25
9	Andrew Cockran .....	2	20
10	John Elias .....	2	15
15	Harry Gill .....	3	20
12	Mark Swift .....	2	25
10	Isaac Brantly .....	4	20



## UNITED STATES TROOPS IN ALABAMA.

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*Account of William N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 2	Mary Daniel.....	2	30
12	Jack Jackson.....	1	20
Sept. 29	Edward Griffin.....	3	10
28	Anderson Griffin.....	6	20
Oct. 2	Charles Gardner.....	5	31
Sept. 28	Wm. Wiley.....	2	25
29	Sylvia Weaver.....	2	10
Oct. 8	Tom Tate.....	1	10
8	Henry Robinson.....	3	20
1	Mahalia McCrary.....	6	30
1	Mary Craig.....	2	12
10	Amelia Pickens.....	5	12
1	Sam. Fuel.....	3	17
3	Warley Buskey.....	5	25
Sept. 28	Nelson Ferry.....	3	17
Oct. 2	Moses Pauling.....	7	40
6	Adam Lumsford.....	8	50
10	Henry Starke.....	4	25
Sept. 30	John Latham.....	4	30
Oct. 12	Rachael Marshall.....	1	12
2	Jay Pace.....	4	30
Sept. 30	Jim Gee.....	2	20
Oct. 3	Nero Huddleston.....	4	22
Sept. 29	George Ross.....	2	12
Oct. 10	Henry Monk.....	1	16
5	Katy Harris.....	1	15
6	Mary Lisenby.....	3	25
14	Matilda King.....	4	25
2	Big Elias Smith.....	3	25
Sept. 28	Bill Gibson.....	4	35
Oct. 1	Hal Walker.....	6	40
Sept. 29	Ed. Jenkins.....	1	15
Oct. 9	Jack Milhous.....	2	20
10	C. Grestinger.....	3	25
Sept. 29	Alonzo Coleman.....	4	25
Oct. 10	June Miller.....	4	30
Sept. 30	Robert Bowman.....	2	25
29	Solomon Smith.....	6	35
28	Solomon Sullivan.....	2	20
28	Isaac Griffin.....	2	20
28	Jim Waddill.....	2	20
28	Dave Lewis.....	5	30
Oct. 10	Willis Fair.....	4	30
Sept. 29	Andrew Jackson.....	1	20
Oct. 10	Jim Tipton.....	8	45
Sept. 28	George Brown.....	1	15
Oct. 10	Peter Correll.....	2	20
Sept. 28	Tom Ferguson.....	4	30
30	George Woods.....	2	20
Oct. 3	Cornelius Bolin.....	2	20
1	Orange Nix.....	2	20
6	Costar Cleveland.....	3	25
Sept. 30	Frank Taylor.....	4	30
Oct. 6	Calvin McCardy.....	6	35
9	King Stewart.....	5	35
10	Henry Peeples.....	3	25
Sept. 28	Alex. Thomas.....	2	20
28	Tabb Johnson.....	2	20
Oct. 3	Munroe Smith.....	5	30
3	William Houston.....	2	20
10	Allen Davidson.....	3	25
10	Sam Callen.....	1	16
10	Uriah Watson.....	3	25

*Account of William N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 2	Sam Brown.....	4	30
10	Alex. Thomas.....	2	12
12	Elizabeth Arnold.....	1	15
5	Peter Cleveland.....	4	30
12	Leander Barlow.....	2	20
5	Moses Phillips.....	5	30
3	Archy Porris.....	2	20
10	Morgan Collier.....	10	50
3	Ed. Blackwell.....	2	20
14	Harriet Jones.....	4	25
10	Charles Robinson.....	2	20
10	Hartwell Counton.....	4	35
3	Alex. Gee.....	2	20
Sept. 28	Frank Beck.....	3	25
Oct. 10	Graves Cunningham.....	2	20
10	Edmond King.....	4	30
Sept. 29	Abe McCurdy.....	5	40
Oct. 10	Henry Glass.....	3	25
10	Berry Chesnut.....	1	15
1	North Fergusson.....	2	20
6	Eli Thomas.....	2	20
2	James Mollett.....	5	25
12	Caroline Echols.....	2	20
10	Dave Cunningham.....	4	30
Sept. 29	Mingo Ward.....	3	20
28	Boston Sheppard.....	2	20
Oct. 2	Hester Milhous.....	1	15
3	Clara Jackson.....	4	25
Sept. 29	John H. Johnson.....	2	15
Oct. 10	Ransom Dunham.....	5	30
Sept. 29	Anderson Scott.....	1	12
Oct. 3	Alex. Pope.....	5	30
10	Solomon Huey.....	2	15
Sept. 30	Abe Robinson.....	3	25
Oct. 3	Moses Chisholm.....	2	20
5	Alex. Harris.....	7	35
3	Gustus Herd.....	2	20
Sept. 29	Smith Linsley.....	3	25
Oct. 6	Robert Smoke.....	2	10
Sept. 29	Phebe Rush.....	1	10
Oct. 3	Zack Dunham.....	6	35
Sept. 29	Solomon Smith.....	4	30
29	Bob Allen.....	4	30
Oct. 7	Frankey Smith.....	1	10
12	Henry Lenoir.....	2	15
12	Rogers Bly.....	2	20
6	Paris Williams.....	5	30
3	Louie King.....	2	20
2	Little Elias Smith.....	6	35
Sept. 28	Jack Jordon.....	4	30
Oct. 3	Olliver Craig.....	1	15
Sept. 29	George Nelson.....	3	25
Oct. 12	Reddick Maul.....	5	35
5	Jere Hunter.....	2	20
3	Anthony Scott.....	2	20
3	Alex. Scott.....	2	20
Sept. 29	Margaret Griffin.....	3	25
28	Bob Milhous.....	5	35
Oct. 14	Rhody Calloway.....	2	20
Sept. 29	Frank Sharp.....	1	15
29	Jack Williams.....	2	20
Oct. 6	John Morgan.....	3	25
Sept. 29	John McKnight.....	3	25
29	Jim Henry Tate.....	2	20

## UNITED STATES TROOPS IN ALABAMA.

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*Account of William N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 6	John Lindsey.....	6	40
Sept. 28	Lewis Carter.....	2	20
Oct. 12	Lott Lewis.....	4	30
Sept. 29	William Jones.....	2	20
Oct. 5	Robert Ward.....	2	20
6	Lewis Edwards.....	5	30
7	Abram Sanders.....	5	35
2	Harriet Baldwin.....	3	25
Sept. 30	Mary Taylor.....	2	20
29	Henry Harrison.....	2	20
Oct. 3	Joe Nickerson.....	2	20
9	Gillis Reed.....	4	30
3	Henry Hopkins.....	3	25
14	John Gardner.....	2	16
5	Allan Eason.....	3	25
1	Handy Butter.....	1	15
14	Elias Garner.....	6	35
1	Peter Reynolds.....	3	25
12	Jordan Ellis.....	2	20
5	Frank Jones.....	5	35
10	William Cunningham.....	5	35
3	Thomas Whitehead.....	4	30
10	Jim Carey.....	1	15
10	Doc Barrett.....	1	15
6	John Williams.....	4	25
6	George Brooks.....	5	30
10	Pinneus Williams.....	1	15
3	Jim Gillmer.....	1	15
3	Sam. Blackwell.....	4	30
2	Oliver Smith.....	4	30
2	Zack Smith.....	3	25
Sept. 28	Nathaniel Smith.....	3	20
Oct. 12	Charles White.....	10	50
17	John A. McKinne, for rent of store issuing Gov. meat 8 days.....		250
14	Walton & Etheridge, for wharfage and drayage fifteen casks bacon at Selma, Alabama.....		105
			8,706

*Account of W. N. Boynton for the distribution of bacon to the sufferers by the overflow in the first congressional district of Alabama, Dallas County.*

Date.	Name.	No. in family.	Pounds.
Oct. 2	Henry Watts.....	2	20
2	Kate Brazeale.....	4	30
2	Jim Hudson.....	7	45
2	Dave Brooks.....	7	45
2	Green Cornegay.....	2	15
2	Jack Sampson.....	2	20
2	Henry Evans.....	2	20
2	Phil Gayle.....	2	15
2	Wallace Thrash.....	6	30
2	Lucy Aicarda.....	2	15
2	Dick Evans.....	2	20
2	Alfred Evans.....	3	25
2	Adam Mathews.....	5	25
2	Albert Gastman.....	2	20
2	Sam Boykin.....	2	10
2	John Massey.....	7	40
2	James Moore.....	3	25

*Account of W. N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Sept. 30	Thomas D. Moss.....	4	20
30	Elias Johnson.....	5	40
30	Simon Ulmer.....	2	20
30	Tony Gatsen.....	4	30
30	Emma Jackson.....	1	10
Oct. 7	Henry West.....	9	40
26	Alex. Hatcher.....	2	20
8	Middleton Smith.....	2	20
26	Fay Smith.....	3	25
26	Cloe Davis.....	4	30
26	Joe Alexander.....	3	20
26	Elbert Walker.....	7	40
10	Harriet Jones.....	4	35
8	Elza Swift.....	5	35
27	G. W. Briggs.....	6	30
9	Shep Davis.....	2	20
9	Paul Foster.....	2	20
9	Burrell Woods.....	2	20
19	Horace Johnson.....	3	25
16	Andrew Pryor.....	6	35
2	Toliver Arnold.....	3	20
2	Holland Farrer.....	4	40
2	Hero Green.....	3	20
2	Jerry Davis.....	5	30
26	Charles Moore.....	5	30
2	Edward Brown.....	3	25
Sept. 30	Tom Johnson.....	3	25
Oct. 2	George Perrine.....	3	25
2	Willis Gee.....	3	25
16	Arthur Taylor.....	4	35
2	Prince Chisholm.....	4	25
2	Albert Ulmer.....	4	30
2	Bob Sanders.....	2	10
2	Tyler Moore.....	3	20
2	Simon Portis.....	5	30
2	Peter Davis.....	1	8
2	Green Duke.....	2	10
2	Noah Duke.....	7	35
2	Matt. Garey.....	2	20
26	Peter Dunham.....	3	20
2	William Thomas.....	5	35
2	Nancy Leaker.....	2	20
2	Dan Davis.....	6	40
2	Dock Jimmerson.....	4	35
26	Preston Ford.....	2	20
26	Thomas Gayle.....	2	20
19	Hiram Reese.....	2	20
26	Henry Lapsley.....	3	25
26	Edward Tate.....	6	40
26	Mary Spann.....	3	25
26	Aaron Cade.....	3	25
2	Lydia Smith.....	4	30
19	Julia Brown.....	6	35
26	Garland Brooks.....	2	20
2	Peter Robinson.....	2	15
8	Edward Greene.....	2	20
2	Harry Stinsley.....	3	25
2	Sam Hendrix.....	6	40
2	Richard Beane.....	3	25
16	Tom Yancey.....	5	40
2	Zekiel Arthur.....	4	35
19	Mary Burns.....	2	20
2	Calvin Troy.....	5	40
26	Lave Beene.....	4	25

*Account of W. N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 2	Richard Crosby .....	3	25
3	Henry Johnson .....	2	15
2	Melissa Davis .....	1	15
26	Alfred English .....	6	40
26	John Thomas .....	2	20
26	George Givhan .....	5	25
16	Matt Adams .....	6	35
19	Thad. Jones .....	1	15
26	Amelia Fitts .....	5	30
2	Lizzie Hatcher .....	2	20
2	George Hatcher .....	5	25
26	Reuben Hopkins .....	2	20
8	Edmond Cobb .....	4	25
2	Ad. Waller .....	5	30
2	Wash. Murray .....	5	35
2	Sampson Lightning .....	2	20
Sept. 29	Wallace Bussy .....	5	30
30	George Fields .....	4	25
30	Shadrock Sharke .....	4	40
20	Sandy Harris .....	2	20
Oct. 8	Stephen Coleman .....	4	35
8	Stephen Allen .....	2	20
8	Squire Miles .....	2	20
8	Simon Williams .....	3	25
5	Brittian Irby .....	2	20
5	Dock Madison .....	1	15
5	Jake Irby .....	5	35
5	Rachael Lewis .....	3	30
5	Wm. Perry .....	4	35
7	Jake Warmack .....	6	40
7	Charles M. Frampton .....	6	40
7	Isam Young .....	4	30
8	Amos Miles .....	2	20
8	Major Boykin .....	3	25
8	Charley Seals .....	1	15
8	Daniel Coleman .....	3	25
9	Manuel Seals .....	2	20
8	Richard James .....	2	20
8	Spencer James .....	3	25
9	Don Williams .....	3	25
9	Jim Coleman .....	4	30
9	Morris Marshall .....	4	30
9	Charley Coleman .....	4	30
9	Robin Daniels .....	4	30
24	Bob Hitt .....	3	25
24	York Westbrook .....	4	35
24	Ben Harris .....	3	25
5	Dan. Perry .....	3	25
24	Henry Small .....	5	40
24	W. R. Bissell .....	3	20
8	Alfred Coleman .....	2	20
5	Manuel Bell .....	5	40
5	Sam. Irby .....	5	40
5	Alex. Irby .....	4	35
5	Arnold Irby .....	4	35
7	Jake Cooper .....	6	40
7	Wash. Shivers .....	3	20
7	Renben Hunter .....	5	35
9	Humphrey James .....	5	40
7	Charles Williams .....	6	40
6	Mike Mollette .....	3	25
7	Warren Buck .....	6	40
7	Jack Dennis .....	4	30
7	Richard Guthridge .....	4	30

## UNITED STATES TROOPS IN ALABAMA.

*Account of W. N. Boynton, agent, &c—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 7	Randall Nicholson .....	4	30
7	William Miles .....	4	30
7	Mariah Mollett .....	1	15
7	Brown Deat .....	3	25
7	Stephen Hunter .....	3	25
7	Nick Giller .....	5	35
7	Lucinda George .....	5	35
7	Abram George .....	3	25
7	Hester Williams .....	1	15
7	Richmond Howard .....	6	40
7	Ismael Oliver, jr .....	4	30
7	Betsy Johnson .....	1	15
7	Stark Hunter .....	4	30
6	Hubbard Mollette .....	3	25
7	Fred Crary .....	3	25
7	Asa McMillan .....	2	20
7	Eli McMillan .....	2	20
7	Anthony George .....	4	30
7	John Sims .....	4	30
7	Sam Jones .....	2	20
7	Frank Williams .....	2	20
7	Israel Moses .....	1	15
7	Butler Moses .....	3	25
7	York Olliver .....	4	30
7	Josie Lang .....	2	15
7	Robin July .....	3	30
7	Louise Christian .....	5	30
7	Phelan Freeman .....	3	25
7	Amos Hamilton .....	3	25
7	Brutus Moses .....	2	25
7	Sam. Giller .....	6	40
7	Frank Blanchard .....	2	20
7	George W. Scott .....	3	25
7	Scipio Hunter .....	6	40
7	Ned. Bethany .....	5	40
7	America Lang .....	3	25
7	Robt. Meyer .....	7	35
7	Jeff. McMillan .....	5	30
7	Edmon Boykin .....	4	30
7	Abram Hitt .....	4	30
5	Lucy Howard .....	4	35
5	Sumpter Irby .....	4	30
5	Paul Irby .....	4	30
7	Westley George .....	4	30
7	Nat. Brown .....	3	25
7	Auston Johnson .....	3	25
7	Henry Scott .....	3	25
7	Perry Thomas .....	2	20
7	Jake Bennett .....	5	35
7	Amos Hamilton, sr. ....	5	35
7	Isaac Brown .....	5	35
7	Henry Toliver .....	2	15
7	Gilford Jacob .....	5	35
7	George Murray .....	5	35
7	John Thomas .....	2	15
7	Henry Nelson .....	2	15
7	Warren Joe .....	4	30
7	John Clifton .....	3	25
6	Milton Day .....	4	25
7	Anthony De Bardeleber .....	2	25
7	Tom Rigby .....	3	25
7	Wm. Allston .....	4	30
7	London De Ampert .....	1	15
7	Ned Claiborne .....	4	30

*Account of W. N. Boynton, agent, &c—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 7	Nat Bracey .....	5	35
7	Burton Dawson, jr. ....	3	25
7	Ed. Reuben .....	4	30
7	Robin Hicks .....	2	20
7	Briston Dawson .....	6	40
7	Stephen Moses .....	2	15
5	John Irby .....	5	35
5	Lewis Jackson .....	4	30
7	Jerry Sorrell .....	6	45
5	Daniel Farr .....	6	40
5	George Grauberry .....	2	20
23	Sally Benning .....	4	30
7	Andy Cobb .....	5	35
7	Edmond Ramsey .....	3	25
7	Jeff Daniel .....	3	25
5	Adam Goldsby .....	11	50
5	Mose Irby .....	1	15
7	Wesley Jones .....	3	25
7	Solomon Hines .....	3	25
7	Starke Jones .....	2	20
7	Richard Hampton .....	5	35
7	Turner Stevens .....	5	35
7	Billy Guy .....	5	35
7	Israel Guy .....	4	25
7	Ismael Olliver, sr. ....	5	35
7	Edmond Thomas .....	5	35
7	John Callier .....	4	35
7	Jack Beckham .....	5	35
7	Anthony Simon .....	1	15
7	Horace Pope .....	2	20
6	Stephen Mollette .....	4	30
6	Isaac Sult .....	1	15
6	Singleton Todd .....	3	15
6	Joe Mallette .....	5	35
6	James Henry .....	2	20
6	Anderson Dick .....	2	20
6	Lynda Rives .....	1	15
6	Ned Walker .....	4	30
6	Burrell Mollette .....	5	35
7	Lem Hunter .....	4	30
6	Sanlbury Preston .....	2	20
7	Henry Floyd .....	4	35
7	Carter Jones .....	5	40
5	Robert Mollette .....	3	25
7	Robert Perize .....	2	20
7	Robin Josephs .....	3	25
7	Nelson Scott .....	1	15
6	Winney Mollette .....	1	15
6	Calvin Bowers .....	5	35
6	Jacob Mollette .....	3	25
6	Mose Mollette .....	3	25
6	Jeffry Clark .....	4	30
6	Simon Mollette .....	5	40
6	Isam Jones .....	3	25
7	Tom Guy .....	4	35
6	Henry Preston .....	4	30
6	Zack Lewis .....	5	35
6	Orvy Lewis .....	2	20
6	Henry Jones .....	3	25
6	Israel Jones .....	2	20
6	Jordan Crawford .....	4	30
6	Ben Pollard .....	2	20
7	Henry Hopkins .....	4	30
6	Jacob Gamblin .....	3	25
7	Lucy Bowie .....	1	15

## UNITED STATES TROOPS IN ALABAMA.

*Account of W. N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 7	H. Rigsby .....	4	35
6	Eliza Mollette .....	4	35
6	York Mollette .....	2	20
7	Wm. Thomas .....	4	35
7	Dan Guy .....	5	40
7	March Isaac .....	4	30
2	Sampson Murray .....	4	30
8	Nature Walls .....	3	25
8	John Griffin .....	2	25
9	Charley Wright .....	3	25
2	Sam Johnson .....	3	25
8	Frank Dixon .....	8	45
2	Wm. Greene .....	2	15
2	Henry Talbot .....	6	35
2	Marie Murray .....	4	30
2	Andrew Morgan .....	2	20
2	Scylla Oty .....	3	25
2	Sarah Murray .....	3	25
8	Nelson Greene .....	2	15
8	Green Mathews .....	3	25
8	Peter Heard .....	2	15
2	Jonas Tinsley .....	2	15
2	Jonas Morgan .....	2	15
2	George Klier .....	2	15
8	James Ullmer .....	3	25
2	Albert Gillar .....	5	35
8	Robin Coleman .....	4	25
2	Anthony Steele .....	5	30
2	Abram Stokes .....	6	35
2	Handy Phillips .....	3	25
9	Alfred Hill .....	6	35
2	Celena General .....	4	30
8	Lewis Green .....	3	20
8	John Woods .....	2	20
2	Eli Ginner .....	2	20
2	Allen Maguire .....	3	25
2	Stephens Johnson .....	7	40
8	Sandy Lewis .....	2	20
2	Charley Maguire .....	3	25
2	Judith Sows .....	1	12
Sept. 30	Tom Steele .....	3	25
Oct. 8	Thornton Ralls .....	7	40
2	Charley Brown .....	6	35
1	Lewis Carter .....	4	30
2	Calvin Perry .....	2	20
2	Joe Murray .....	2	20
2	David Williams .....	3	25
2	Isaac Bates .....	1	10
9	Ben Swift .....	2	20
2	Mose Davis .....	4	30
8	Hamp Heard .....	6	35
2	Wm. Sam .....	2	20
9	Albert Dukes .....	4	30
8	Ben Crocheron .....	6	35
9	Wm. Haywood .....	4	25
8	Bisey Hackney .....	3	25
2	Anderson Dawson .....	3	25
27	Betsy Shortridge .....	7	15
27	Martha Jones .....	3	15
26	William Jackson .....	2	20
7	Nat. Boykin .....	6	40
27	John Collins .....	2	20
27	Sylva Jones .....	4	15
27	Susan Grumbles .....	4	15
27	Catharine Golding .....	2	15



*Account of William N. Boynton, agent, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 15	Jere Tipton.....	4	25
27	Mary Poseby.....	2	15
27	Anna Freeman.....	4	15
27	Anna Craig.....	2	15
27	Elizabeth Johnson.....	3	15
27	Lucy Wilson.....	4	15
27	Violet King.....	4	15
27	Bran Milhous.....	5	10
27	Owen Greene.....	3	15
27	Lewis Cleveland.....	4	15
2	John Jimmerson.....	3	25
2	Isaac Collier.....	3	25
27	Major King.....	4	15
27	Charlie Ritchie.....	3	15
15	Lewis Tipton.....	5	25
27	Charley Gayle.....	4	15
9	Ben. Reese.....	1	10
16	Elias Tripp.....	6	40
27	Bob King.....	4	15
27	Lucy Shivers.....	5	15
9	Ease Woods.....	3	25
27	Georgiana Cade.....	6	15
Sept. 28	Bob Griffin.....	4	25
28	Dick Griffin.....	3	20
30	Albert Bates.....	3	25
Oct. 2	Burrell Johnson.....	3	25
8	Sol. Dillard.....	5	30
2	Nathan Murray.....	4	30
2	Jordan Murray.....	2	15
2	Perry Murray.....	4	25
2	Becky Saunders.....	2	15
2	Cornelius Crocheron.....	2	10
8	Beverly Winston.....	2	15
2	Lewis Tinsley.....	5	30
8	Henry Brown.....	2	20
8	Mose Dillard.....	4	25
2	Margaret Davis.....	2	15
2	J. M. Hatcher.....	3	20
8	Randall Jones.....	2	15
2	Tom Murray.....	7	40
2	Nancy Brown.....	5	35
2	Harvey Brown.....	2	15
2	Nancy Saunders.....	2	10
2	Claiborne Mathews.....	6	35
2	Boston Evans.....	2	15
2	Dinah Williams.....	2	15
2	Israel Lightning.....	3	20
2	Lucy Brown.....	1	10
2	William Carey.....	2	15
2	Columbus Dawson.....	3	25
2	Samuel Lightning.....	7	40
2	Isaac Bell.....	6	35
2	Joab Hall.....	6	40
2	P. A. Lattimore.....	3	15
2	Ed. Matthews.....	7	35
2	Bama Brown.....	2	15
2	Dan Carey.....	4	20
2	Kiah Walker.....	3	25
Sept. 30	Cato Austin.....	5	25
Total.....			10,315
Amount from sheet No. 1.....			8,706
Total amount distributed by Wm. N. Boynton.....			19,021

MONTGOMERY, ALA., *September 30, 1874.*

SIR: I have the honor to hand you herewith the report of Holland Thompson and the undersigned, as local agents for the issue of Government supplies to the destitute persons at this point, under a late act of Congress.

I also inclose a statement of the amount received by myself as district agent, and the names of persons to whom the same has been shipped for distribution.

Very respectfully, your obedient servant,

JNO. C. HENDRIX,  
*District Agent.*

His Excellency DAVID P. LEWIS,  
*Governor of Alabama.*

MONTGOMERY, ALA., *October 1, 1874.*

SIR: I have the honor to state that I have shipped to the following parties the amount of Government supplies set opposite their respective names, viz:

	Pounds.
D. S. Harbin and Joseph Lloyd, Hayneville, Lowndes County.....	8, 283
J. T. Newcomer, Greenville, Butler County.....	4, 235
P. King, Haw Ridge, Dale County.....	2, 482
Dublin McCree, Enfaula, Barbour County.....	4, 527
L. H. Tanner, Union Springs, Bullock County.....	5, 169
Gardner & Wiley, Troy, Pike County.....	2, 066
Henry Kincy, Albia, Henry County.....	1, 036
Total.....	27, 798
I have on hand one box weighing.....	461
	28, 259
Issued as per inclosed reports.....	14, 157
	42, 416

The weights given are the net weights as marked on the packages.

Very respectfully, &c.,

JNO. C. HENDRIX,  
*District Agent.*

His Excellency DAVID P. LEWIS,  
*Governor of Alabama.*

Name.	Location and post-office address.	Number of persons.	Meat.
			<i>Lbs.</i>
Armstead, William.....	Mount Meigs.....	8	16
Anderson, Hope.....	Oak Grove.....	4	40
Allen, Joshua.....	Old Elem.....	9	20
Bradley, Giles.....	Cross-Roads.....	8	15
Bradley, George.....	Old Elem.....	5	50
Bradley, Philips.....	Athens.....	3	20
Boyd, Henry.....	do.....	8	40
Bailey, George.....	Cross-Roads.....	7	24

Name.	Location and post-office address.	Number of persons.	Meat.  <i>Lbs.</i>
Bird, Alexander	Mount Meigs	7	15
Booker, Jack	do	8	80
Bibb, Dick	Pine Level	4	40
Burch, Pampy	Snowdown	6	40
Brown, Henry	do	10	60
Blakey, Daniel	Mount Meigs	6	40
Bibb, Bristow	Cross-Roads	4	30
Bibb, Matheas	Reaves	5	25
Buchannon, Henry	do	4	40
Baldwin, Henry	Freeman's Bend	8	80
Brown, Kiser	Oak Grove	6	20
Brown, Perry	do	7	70
Brown, Vincent	Carter's Hill	4	40
Butler, Jim	Freeman's Bend	6	60
Russell, Tommy	Carter's Hill	2	20
Bryde, Ed	do	6	60
Bradley, John	Athens	5	50
Berry, Judge	Carter's Hill	5	50
Busby, Dan	Romer Creek	8	80
Bedsill, Ann	do	4	40
Brannon, Nimrod	Athens	6	50
Bell, Henry	Pine Level	5	50
Brown, Weeley	Athens	5	50
Brown, Charles	do	7	50
Benton, Henry	Freeman's Bend	6	60
Berry, Nelmau	do	4	40
Coffin, P.	Shiloh, Montgomery County	1	15
Collins, Lile	Picket Springs	3	30
Clayton, George	Freeman's Bend	7	70
Crammlin, Jeff	Shiloh	1	6
Cain, Felix	Mount Meigs	1	10
Carter, A	Pine Level	8	80
Childers, Hope	do	2	15
Coffin, Peggy	do	8	80
Clayton, D	Shiloh	3	30
Callon, Bob	Mount Meigs	6	60
Crammlin, Warren	Athens	8	80
Coats, Charles	Shiloh	13	130
Cox, F.	do	5	60
Crammlin, A	Mount Meigs	3	30
Davis, Moses	do	1	10
Dallane, E	Shiloh	5	50
Dome, Dick	Mount Meigs	7	70
Dudley, Ned	Shiloh	1	10
Dickson, M	Pine Level	5	50
Davis, A	Camp Hill	3	30
Dickson, John	do	3	30
Dewison, J.	do	1	10
Dickson, C	Shiloh	4	40
Douglas, Wiley	Camp Hill	3	30
Dawka, Brantley	do	3	30
Downing, Josh	Shiloh	5	50
Edmans, William	Pine Level	4	50
Elmore, C	Picket Springs	1	10
Euen, J	Pine Level	7	70
Fitzpatrick, Booker	Mount Meigs	19	200
Ferris, Ashly	Old Elem	4	40
Falkner, Jack	Picket Springs	3	30
Foster, James	Catoma	8	80
Frazer, Ben	Watts Plantation	4	40
Fox, John	Cox Plantation	5	50

Name.	Location and post-office address.	Number of persons..	Meat.
			<i>Lbs.</i>
Franklin, Chas .....	Mount Meigs .....	1	10
Franklin, Billie .....	do .....	3	30
Franklin, Richmond .....	do .....	3	30
Franklin, Dave .....	do .....	2	20
Glenn, Ben .....	Freeman's Bend .....	5	50
Grady, P. ....	Carter's Hill .....	7	70
Greene, Nathan .....	Freeman's Bend .....	5	40
Goode, Jack .....	do .....	6	60
Gregory, Sampy .....	Athens .....	6	60
Gibson, Ellen .....	Snowdown .....	5	25
Griffin, Bryant .....	Freeman's Bend .....	2	20
Gerrard, Joshua .....	do .....	4	40
Gulmer, Armstead .....	Oak Grove .....	4	40
Gibson, Raif .....	On Alabama River .....	9	90
Greene, Sigh .....	do .....	5	50
Gooden, D. ....	do .....	3	30
Harrison, Henry .....	Pine Level .....	3	30
Harrison, Bearl .....	Freeman's Bend .....	9	90
Hails, Adam .....	Mount Meigs .....	7	70
Hails, Jonnie .....	do .....	7	70
Harrison, Jim .....	Athens .....	6	60
Hails, Eliza .....	do .....	3	30
Henis, Berry .....	Pine Level .....	2	10
Hardwick, L. ....	Athens .....	6	60
Harrison, B. ....	Freeman's Bend .....	3	30
Hales, Henry .....	H. Bend .....	2	20
Hopkins, Reuben .....	Athens .....	6	60
Hodges, E. ....	Mount Meigs .....	4	40
Hailes, R. ....	Freeman's Bend .....	5	50
Humphrey, H. ....	Athens .....	2	20
Henley, Irvin .....	Mount Meigs .....	1	10
Henley, Lewis .....	Athens .....	1	10
Harrison, Ned .....	do .....	1	10
Hopkins, Henry .....	Mount Meigs .....	7	70
Judkins, T. ....	do .....	7	40
Judkins, Charles .....	do .....	3	30
Johnson, S. ....	Reins' Place .....	6	60
Jack, Will .....	Carter's Hill .....	4	40
Jenkins, Aaron .....	Mount Meigs .....	3	20
Johnson, Obediah .....	Cross-Roads .....	8	60
Jeter, A. ....	Carter's Hill .....	3	30
Judkins, Samson .....	Freeman's Bend .....	4	40
Jeter, Joe .....	Carter's Hill .....	3	30
Johnson, Nathan .....	do .....	3	30
Johnson, L. ....	Freeman's Bend .....	6	60
Lee, Milton .....	Mount Meigs .....	8	80
Lewis, Elias .....	Athens .....	3	30
Lide, Robert .....	do .....	4	40
Lewis, M. ....	Mount Meigs .....	4	40
Lucus, H. ....	do .....	4	40
Lewis, Moses .....	do .....	3	30
Lany, Gus .....	Athens .....	6	60
Harris, C. ....	do .....	10	100
Harris, Hope .....	Freeman's Bend .....	10	100
Hails, F. ....	Mount Meigs .....	5	50
Hales, M. ....	Athens .....	4	40
Hales, L. ....	Shiloh .....	4	40
Horton, Alexander .....	Stator's .....	11	110
Harrison, Will .....	Mount Meigs .....	1	10
Hails, Dan .....	Freeman's Bend .....	5	60
Hails, Joe .....	Athens .....	4	40

Name.	Location and post-office address.	Number of persons.	Meat.
			<i>Lbs.</i>
Hails, B .....	Mount Meigs .....	5	50
Hails, R .....	Athens .....	2	20
Harrison, V .....	Freeman's Bend .....	3	30
Hales, George .....	Shiloh .....	4	40
Hame, Reuben .....	do .....	7	70
Hopson, Fanny .....	do .....	6	60
Hicks, S. P. ....	do .....	10	10
Lucas, Gus .....	do .....	4	40
Lony, Amos .....	do .....	4	40
Lawler, Henry .....	do .....	4	40
Lucas, George .....	do .....	3	30
Lee, Gill .....	do .....	5	50
Lewis, Crawford .....	do .....	7	70
Maddox, Sandy .....	do .....	2	20
McGhee, Charles .....	Mount Meigs .....	3	30
Marks, Elisha .....	Shiloh .....	3	30
Moore, George .....	Mount Meigs .....	2	20
McGhee, Joe .....	Carter's Hill .....	1	10
Minor, Jack .....	do .....	4	40
Moore, George .....	Picket Springs .....	6	60
Moore, Reuben .....	Pine Level .....	4	40
Murphey, Jack .....	Freeman's Bend .....	7	70
Moses, Washington .....	do .....	2	20
Mahoney, Minor .....	Shiloh .....	4	40
McLemore, J. ....	Mount Meigs .....	1	15
McNeal, C. ....	Carter's Hill .....	1	12
Mitchell, Dennis .....	do .....	1	6
Minor, Jim .....	do .....	10	100
Mitchell, Peyton .....	Shiloh .....	3	30
Martin, Betty .....	Mount Meigs .....	1	12
Mitchell, J. W. ....	do .....	1	12
Mulliger, Edmond .....	Shiloh .....	1	12
Madison, Eli .....	do .....	7	70
Madison, Philip .....	do .....	7	70
Norris, Sam .....	Mount Meigs .....	4	40
Mareka, Reuben .....	Carter's Hill .....	6	60
Malton, Washington .....	do .....	7	70
Maston, Robert .....	Shiloh .....	3	30
Mitchell, Davis .....	Mount Meigs .....	1	10
Mitchell, Murray .....	Freeman's Bend .....	2	10
Morgan, M. ....	Shiloh .....	3	14
Mitchell, Jack .....	do .....	5	30
Myers, Anthony .....	Mount Meigs .....	4	50
Mason, G. ....	do .....	1	8
McQuarter, P. ....	Carter's Hill .....	2	20
Montgomery, A. ....	R. Cross-roads .....	7	70
Moulton, Gilbert .....	Mount Meigs .....	6	60
Myers, P. ....	Shiloh .....	3	30
Murphey, Jane .....	Mount Meigs .....	5	50
Madison, Frank .....	Pine Level .....	4	40
McDonald, Brown .....	do .....	7	70
Nelson, Bob .....	Shiloh .....	3	30
Nelson, Purce .....	Mount Meigs .....	3	30
Quiver, George .....	Mount Meigs .....	5	40
Pope, Paul .....	Freeman's Bend .....	5	40
Pinkston, Berry .....	Mount Meigs .....	5	60
Perkins, Anderson .....	do .....	3	30
Patton, John .....	do .....	5	50
Pope, Charles .....	Old Elem .....	5	12
Presley, Jerry .....	Carter's Hill .....	4	10
Ponder, Fred .....	Cross-Roads .....	13	56
Ponder, Smith .....	do .....	8	20

Name.	Location and post-office address.	Number of persons.	Meat.
			<i>Lbs.</i>
Philips, Lewis .....	Cross-Roads .....	2	20
Picket, Joe .....	Old Elem. ....	5	10
Pinkston, Anthony .....	do .....	5	20
Philip, Zack .....	do .....	4	20
Pompy, Charles .....	Carter's Hill .....	9	90
Peter, Joe .....	do .....	6	50
Pierce, Joe .....	Mount Meigs .....	9	70
Perkins, Kany .....	do .....	4	40
Prince, Lewis .....	Dublin .....	3	30
Paul, P. ....	On river .....	8	70
Pompey, Sandy .....	do .....	4	40
Peacock, May .....	Catoma .....	5	50
Paul, Patsey .....	On river .....	3	30
Paul, John .....	do .....	6	50
Rosser, Billie .....	Mount Meigs .....	6	60
Reymond .....	Shiloh .....	2	20
Robinson, Adam .....	Pickett's .....	1	8
Roberts, Hannah .....	Shiloh .....	1	10
Robinson, Jos. ....	do .....	8	80
Robinson, Peter .....	do .....	2	15
Roberts, D. ....	Mount Meigs .....	1	15
Reese, Henry .....	Shiloh .....	9	90
Ramsey, Jones .....	Mount Meigs .....	9	90
Rony, Robert .....	do .....	4	40
Robertson, Wyatt .....	Shiloh .....	1	10
Reese, Moses .....	do .....	5	50
Robert, Adam .....	Mount Meigs .....	5	50
Richards, James .....	Shiloh .....	4	40
Raymond, Helen .....	Mount Meigs .....	8	80
Scott, William .....	Stater's .....	6	60
Sims, Philip .....	Shiloh .....	1	12
Shaw, Jack .....	do .....	1	9
Smith, L. ....	Mount Meigs .....	5	50
Snowdown, Lizzie .....	Shiloh .....	6	60
Steel, Charles .....	Mount Meigs .....	8	80
Smith, Calvin .....	do .....	4	40
Sapers, Cyrus .....	do .....	9	90
Sithers, Frank .....	Shiloh .....	4	40
Simmons, F. ....	Mount Meigs .....	6	60
Scott, Jim .....	Shiloh .....	4	40
Simpson, Ned. ....	Freeman's Bend .....	3	30
Smith, Thomas .....	do .....	7	70
Scott, Henry .....	do .....	3	30
Soloman, George .....	do .....	9	90
Sanders, Eleck .....	Shiloh .....	3	30
Standefor, I. ....	Mount Meigs .....	3	30
Taylor, E. ....	Pine Level .....	7	70
Talley, Jessie .....	Athens .....	2	15
Taylor, S. ....	Mount Meigs .....	6	60
Thomas, George .....	Shiloh .....	2	20
Taylor, Ben .....	Slator .....	2	20
Taylor, Tom .....	Freeman's Bend .....	5	50
Taylor, Calvin .....	Picket Springs .....	2	20
Thomas, E. ....	Shiloh .....	5	50
Tulane, George .....	do .....	4	40
Terrel, John .....	Mount Meigs .....	8	80
Thomas, E. ....	do .....	6	60
Taylor, Adam .....	Shiloh .....	6	60
Taylor, Fannie .....	Mount Meigs .....	3	30
Taylor, Ben .....	Slator .....	4	40
Taylor, Cyrus .....	Mount Meigs .....	2	20

Name.	Location and post-office address.	Number of persons.	Meat.
			<i>Lbs.</i>
Terry, Nathan	Shiloh	1	12
Whorton, P.	On river	9	90
Ware, Anderson	Catoma	3	30
Williams, Go	On river	4	40
Williams, Ellis	do	6	60
Willis, Rosa	do	4	12
Watson, T.	do	6	12
Weaver, R.	do	2	4
Williams, S.	do	2	20
Williams, A.	do	7	15
Walker, Martha	do	3	8
Ware, V.	Old Elem	4	40
Williams, T.	On river	5	20
Williams, Moses	On river	4	40
Winter, Richard	Catoma	9	90
Wright, Reuben	do	3	30
Williams, Reuben	Mount Meigs	3	30
Winter, William	do	3	30
Williams, Mack	do	7	70
Williams, Thomas	Athens	4	40
Walker, B.	do	7	70
Ware, Spencer	Mount Meigs	9	80
Wright, Ellis	do	2	20
Ware, Elick	do	9	70
Ware, Henry	do	4	40
Williams, Montgomery	Catoma Creek	4	40
Williams, Levi	do	3	20
Williams, Thomas	do	3	30
Williams, Billey	do	6	60
Wallace, Charles	Mount Meigs	3	30
Williams, Joe	do	3	30
Williams, Lum	Carter's Hill	4	40
Washington, Charles	Pine Level	9	75
York, Pet.	Athens	8	80
Youngblood, Ed	Old Elem	8	80
Youngblood, Calvin	do	8	80
Young, Peter	Catoma Creek	11	90
Omitted:			
Johnson, Warren	Cross-Roads	6	60
Judkins, Gilbert	Mount Meigs	5	15
Judkins, Elay	do	2	10
Judkins, Lucius	do	3	30
Judkins, Kitty	do	2	10
Judkins, Lene	do	5	50
Jackson, S.	do	5	15
Johnson, George	do	6	60
Johnson, Ann	do	5	40
Jolly, P.	Athens	11	110
Johnson, Dan	On river	4	40
Johnson, Alfred	do	5	50
Jackson, A.	Freeman's Bend	3	30
			13, 017

I, Holland Thompson, do hereby certify that the foregoing is a true and correct statement of the names and number of persons to whom Government supplies have been issued by me, also the amount issued to each head of family or person.

HOLLAND THOMPSON.

*Statement of supplies issued by J. C. Hendrix, agent.*

Name.	Location.	Number of persons.	Meat.
			<i>Lbs.</i>
Arthur, W. C. ....	On Alabama River.....	5	50
Bassell, J. H. ....	do .....	5	50
Charles, W. T. ....	On Tallapoosa River .....	12	90
Gray, P. ....	On Catoma Creek .....	5	40
Glaze, William F. ....	On Alabama River.....	5	50
Hicks, J. H. ....	do .....	11	100
Herbert, T. S. ....	On Tallapoosa River .....	8	80
Haynes, R. H. ....	On Catoma Creek .....	6	60
Harris, John G. ....	do .....	8	80
Mitchell, C. W. ....	On Tallapoosa River .....	5	50
Merewether, T. W. ....	do .....	7	70
Murray, E. A. ....	do .....	7	70
Maddox, T. ....	do .....	7	70
McEchin, R. W. ....	do .....	8	80
Marach, G. M. ....	do .....	7	70
Newton, B. M. ....	On Catoma Creek.....	3	30
Pearson, T. H. ....	On Tallapoosa River .....	5	50
Williamson, W. ....	On Line Creek.....	5	50
Totals.....	.....	119	1, 140

I hereby certify on honor that the above is a true and correct statement of the names and number of persons to whom I have issued Government supplies, and the amount issued to each.

JOHN C. HENDRIX, *Agent.*

MONTGOMERY, ALA., September 30, 1874.

I certify that the within is a true copy of the original.

CHAS. J. ATKINSON,  
*Recording Secretary to Governor of Alabama.*

*Account current or statement of George W. Braxdall, agent appointed by his excellency David P. Lewis, Governor of the State of Alabama, for the distribution of bacon-rations to the destitute in the overflowed regions of the third congressional district of Alabama, which said distribution was made under the direction of the Hon. Charles Pelham, M. C.*

DR.

September, 1874. To amount of bacon forwarded me at Talladega per railroad, as per invoice..... \$20,500

CR.

Vouchers.

Number 1. By amount furnished Clay County, W. J. Ware, agent....	\$1, 000
Number 2. By amount furnished Clay County, Thomas Bonner, agent.	2, 000
Number 2. By amount furnished Randolph County, Thomas Bonner, agent .....	2, 000
Number 3. By amount furnished Coosa County, W. A. Stewart, agent.	3, 000
Number 4. By amount furnished Elmore County, S. P. McCain, agent..	3, 500
Number 5. By amount transferred to George P. Plowman for distribution, per order of Charles Pelham.....	1, 000
Number 6. By amount sold to pay expenses of house-rent, hauling, clerk-hire, &c., \$50 .....	500
By amount issued to the destitute in the overflowed regions of Talladega County, as per vouchers herewith returned, from one to —, inclusive .....	7, 500

20, 500 20, 500



## THE STATE OF ALABAMA.

*Talladega County :*

I, George W. Braxdall, agent, appointed by his excellency David P. Lewis, governor of the State of Alabama, to issue bacon-rations to the destitute in the overflowed regions of the third congressional district of the State of Alabama, do hereby certify that the above and foregoing statement shows the amount of bacon received by me for the purpose above mentioned, and that the credit side of said statement is correct and true, and that the vouchers herewith returned are all correct, and that the parties received the amount of bacon for which said vouchers severally upon their faces express. This 28th day of September, 1874.

GEO. W. BRAXDALL, *Agent*.

I, Charles Pelham, of Talladega, Ala., hereby certify that the foregoing statement of the manner of distribution and amounts distributed is correct, and I know that the agent, Mr. Braxdall, was energetic and faithful in the performance of his duties as distributing-agent, &c.

CHARLES PELHAM.

I certify that the within is a true copy of the original.

CHAS. J. ATKINSON,

*Recording Secretary to Governor of Alabama.*

*Account of G. W. Braxdall for the distribution of bacon to the sufferers by the overflow in the third congressional district.*

## ALABAMA.

Date.	Where received.	From whom received.	By whom received.	Amount.
				<i>Pounds.</i>
Sept. 1	Talladega, Ala. ....	G. W. Braxdall.....	Mary Gludder.....	30
1	do.....	do.....	Mrs. S. D. Ballue.....	50
1	do.....	do.....	Ellen Gant.....	30
1	do.....	do.....	Auster Caldwell.....	35
1	do.....	do.....	Calop McAfee.....	28
1	do.....	do.....	Cyrus Fluker.....	25
1	do.....	do.....	Cato Welet.....	30
1	do.....	do.....	Wesley Long.....	28
1	do.....	do.....	Guss Gooder.....	50
1	do.....	do.....	Ben Slurrens.....	30
1	do.....	do.....	Sam Hall.....	30
1	do.....	do.....	Mrs. Mary Woodruff.....	30
1	do.....	do.....	Charlotte Lawler.....	30
1	do.....	do.....	Sarah Fowler.....	25
1	do.....	do.....	Adolphus Bonner.....	25
1	do.....	do.....	W. B. Walden.....	28
1	do.....	do.....	Peter Curry.....	28
1	do.....	do.....	Washington Cold.....	30
1	do.....	do.....	Charles Curkey.....	25
1	do.....	do.....	William Jackson.....	25
1	do.....	do.....	Marion Kidd.....	25
1	do.....	do.....	Charles Jackson.....	28
1	do.....	do.....	H. G. Ruder.....	25
1	do.....	do.....	Marshall Hall.....	25
2	do.....	do.....	Fanny Willion.....	25
2	do.....	do.....	Bill Pope.....	28
2	do.....	do.....	John Whitman.....	25
2	do.....	do.....	Joe Cook.....	25
2	do.....	do.....	J. V. Mayfield.....	40
2	do.....	do.....	Aaron Fegan.....	25
2	do.....	do.....	Sol Timbo.....	25
2	do.....	do.....	Charles Barchley.....	25
2	do.....	do.....	Charity Pope.....	28
2	do.....	do.....	Robert Scott.....	25
2	do.....	do.....	Turner Chapman.....	25
2	do.....	do.....	Mat. McMillun.....	25
2	do.....	do.....	G. G. Hust.....	25
2	do.....	do.....	Harriet Custer.....	25

## UNITED STATES TROOPS IN ALABAMA.

*Account of G. W. Braxdall, agent, &c.—Continued.*

Date.	Where received.	From whom received.	By whom received.	Amount.
				<i>Pounds.</i>
Sept. 2	Talladega, Ala . . . . .	G. W. Braxdall . . . . .	Peter Cast . . . . .	25
2	do . . . . .	do . . . . .	Agga Hull . . . . .	25
2	do . . . . .	do . . . . .	Aller Rumpson . . . . .	25
2	do . . . . .	do . . . . .	Donnel McKinzy . . . . .	28
2	do . . . . .	do . . . . .	George Cook . . . . .	25
2	do . . . . .	do . . . . .	Mary Oden . . . . .	25
2	do . . . . .	do . . . . .	Jack Turner . . . . .	25
2	do . . . . .	do . . . . .	Anloney Conley . . . . .	25
2	do . . . . .	do . . . . .	Hal Colman . . . . .	25
2	do . . . . .	do . . . . .	Richard Moore . . . . .	25
2	do . . . . .	do . . . . .	Austor Johnson . . . . .	25
2	do . . . . .	do . . . . .	Austor Wilson . . . . .	25
2	do . . . . .	do . . . . .	Alfred Morris . . . . .	28
2	do . . . . .	do . . . . .	Baz. Hall . . . . .	30
2	do . . . . .	do . . . . .	Charles Wilson . . . . .	28
2	do . . . . .	do . . . . .	A. H. Gibson . . . . .	25
2	do . . . . .	do . . . . .	Irving Carpenter . . . . .	25
2	do . . . . .	do . . . . .	Caroline Cook . . . . .	25
2	do . . . . .	do . . . . .	Sam Wilson . . . . .	25
2	do . . . . .	do . . . . .	Thomas Turner . . . . .	25
2	do . . . . .	do . . . . .	Alex. Willson . . . . .	25
2	do . . . . .	do . . . . .	Thos. Mason . . . . .	25
2	do . . . . .	do . . . . .	Kinney Dye . . . . .	25
2	do . . . . .	do . . . . .	Louis Ogeltree . . . . .	25
2	do . . . . .	do . . . . .	Peter Morris . . . . .	25
2	do . . . . .	do . . . . .	Mary Dillon . . . . .	25
2	do . . . . .	do . . . . .	Henry Adams . . . . .	25
2	do . . . . .	do . . . . .	Sam Tripsy . . . . .	25
2	do . . . . .	do . . . . .	Jane Fealey . . . . .	25
2	do . . . . .	do . . . . .	Jack Cunigham . . . . .	25
2	do . . . . .	do . . . . .	Wash Milon . . . . .	25
2	do . . . . .	do . . . . .	Joe Turner . . . . .	25
2	do . . . . .	do . . . . .	Jno. Strout . . . . .	30
2	do . . . . .	do . . . . .	Henry F. Turner . . . . .	30
2	do . . . . .	do . . . . .	Giden Turner . . . . .	30
2	do . . . . .	do . . . . .	Silvista Turner . . . . .	25
2	do . . . . .	do . . . . .	Maitor . . . . .	25
2	do . . . . .	do . . . . .	Rob. Cunnigam . . . . .	25
2	do . . . . .	do . . . . .	Turner McEldery . . . . .	30
2	do . . . . .	do . . . . .	Felix Curry . . . . .	28
2	do . . . . .	do . . . . .	Mary Turner . . . . .	25
2	do . . . . .	do . . . . .	Mary Boswell . . . . .	50
2	do . . . . .	do . . . . .	John Jones . . . . .	28
2	do . . . . .	do . . . . .	Plesunt Stockdale . . . . .	28
2	do . . . . .	do . . . . .	Cubert Barchley . . . . .	28
2	do . . . . .	do . . . . .	Alfred Grove . . . . .	28
2	do . . . . .	do . . . . .	Joe Chapman . . . . .	28
2	do . . . . .	do . . . . .	Montgomery Hoar . . . . .	30
2	do . . . . .	do . . . . .	Hal Cole . . . . .	25
3	do . . . . .	do . . . . .	Samuel Welet . . . . .	15
3	do . . . . .	do . . . . .	W. W. Hast . . . . .	15
3	do . . . . .	do . . . . .	Sam Curry . . . . .	45
3	do . . . . .	do . . . . .	Jane Freeman . . . . .	15
3	do . . . . .	do . . . . .	Mathew Bruce . . . . .	15
3	do . . . . .	do . . . . .	Joe A. Bruce . . . . .	15
3	do . . . . .	do . . . . .	Sam Cunnroe . . . . .	15
3	do . . . . .	do . . . . .	Henry Paul . . . . .	15
3	do . . . . .	do . . . . .	Ellen Fremcies . . . . .	25
3	do . . . . .	do . . . . .	Bob Barchley . . . . .	25
3	do . . . . .	do . . . . .	Jack Wilson . . . . .	15
3	do . . . . .	do . . . . .	George Johnson . . . . .	15
3	do . . . . .	do . . . . .	John Bust . . . . .	15
3	do . . . . .	do . . . . .	John Hadrick . . . . .	15

*Account of G. W. Braxdall, agent, &c.—Continued.*

Date.	Where received.	From whom received.	By whom received.	Amount.
				<i>Pounds.</i>
Sept. 3	Talladega, Ala. ....	G. W. Braxdall. ....	Jorden Curry. ....	25
3	do. ....	do. ....	Willis Bust. ....	28
3	do. ....	do. ....	Minda Elstor. ....	15
3	do. ....	do. ....	Eli Welet. ....	15
3	do. ....	do. ....	Buck Dye. ....	15
3	do. ....	do. ....	Edmund Turner. ....	15
3	do. ....	do. ....	Jubr. Willison. ....	15
3	do. ....	do. ....	Jack Curry. ....	15
3	do. ....	do. ....	Henry Willison. ....	15
3	do. ....	do. ....	Bob Pope. ....	15
3	do. ....	do. ....	Dick Jinkens. ....	15
3	do. ....	do. ....	Martha Burt. ....	15
3	do. ....	do. ....	Alfred Johnson. ....	25
3	do. ....	do. ....	Cooper Reynolds. ....	25
3	do. ....	do. ....	Henry Learter. ....	20
3	do. ....	do. ....	Thornton Moon. ....	15
3	do. ....	do. ....	George Cameron. ....	15
3	do. ....	do. ....	Jilis Grove. ....	15
3	do. ....	do. ....	Jane Burt. ....	15
3	do. ....	do. ....	John Turrell. ....	25
3	do. ....	do. ....	Daniel Morris. ....	18
3	do. ....	do. ....	Lee Curry. ....	18
3	do. ....	do. ....	Sam Surout. ....	18
3	do. ....	do. ....	Jno. Aurnete. ....	15
3	do. ....	do. ....	Anderson Turner. ....	18
3	do. ....	do. ....	Fow Wilson. ....	15
3	do. ....	do. ....	Samuel Johnson. ....	28
3	do. ....	do. ....	Mortor Morris. ....	15
3	do. ....	do. ....	Weder Norris. ....	25
3	do. ....	do. ....	John Johnson. ....	18
3	do. ....	do. ....	Terrel Wilson. ....	15
3	do. ....	do. ....	Miles Wilson. ....	15
3	do. ....	do. ....	Nelson Pope. ....	15
3	do. ....	do. ....	Jim Hulley. ....	15
3	do. ....	do. ....	Dallas Pope. ....	15
3	do. ....	do. ....	Bob Wilson. ....	15
3	do. ....	do. ....	David Jackson. ....	15
3	do. ....	do. ....	Munnl Oder. ....	15
3	do. ....	do. ....	John Gutor. ....	15
3	do. ....	do. ....	John Dorby. ....	15
3	do. ....	do. ....	Louis Gumble. ....	15
3	do. ....	do. ....	Burton Dye. ....	15
3	do. ....	do. ....	Jurmie Moss. ....	18
3	do. ....	do. ....	Abram Playor. ....	15
3	do. ....	do. ....	Henry Sunnon. ....	18
3	do. ....	do. ....	Tuny Wilson. ....	15
3	do. ....	do. ....	Amon McEldrie. ....	15
3	do. ....	do. ....	Plis Orr. ....	15
11	do. ....	do. ....	Henry Camero. ....	10
11	do. ....	do. ....	W. J. Ware *. ....	500
11	do. ....	do. ....	George P. Plowman *. ....	1,000
11	do. ....	do. ....	W. A. Stewart and N. C. Stewart†. ....	3,000
11	do. ....	do. ....	Thomas Bonner, jr†. ....	4,000
11	do. ....	do. ....	W. J. Ware §. ....	500
11	do. ....	do. ....	Samuel L. Cain  . ....	3,500
11	do. ....	do. ....	Ben. Taylor. ....	10
11	do. ....	do. ....	Rachael Pope. ....	10
11	do. ....	do. ....	William Reynolds. ....	10
11	do. ....	do. ....	Alexander Mernot. ....	10

\* For distribution in Talladega County.

† For distribution in Coosa County.

‡ For distribution in Clay County.

§ For distribution in Clay County.

|| For distribution in Elmore County.

*Account of G. W. Braxdall, agent, &c.—Continued.*

Date.	Where received.	From whom received.	By whom received.	Amount.
				<i>Pounds.</i>
Sept. 11	Talladega, Ala	G. W. Braxdall	Jefferson Curry	10
11	do	do	Warner Elston	10
11	do	do	William Grice	10
11	do	do	John Jimerson	10
11	do	do	Henry Cook	10
11	do	do	Henry McCain	10
11	do	do	Mat. McClemen	10
11	do	do	Isaac Pope	10
11	do	do	Julius Pope	10
11	do	do	Mike Fluker	10
11	do	do	W. Hunly	10
11	do	do	Jully Jackson	10
11	do	do	Henry Estel	10
11	do	do	Patrick Dye	10
11	do	do	Barney Wilson	10
11	do	do	Daniel Curry	10
11	do	do	Perry Fair	10
11	do	do	Frauk Jimeror	10
11	do	do	Allen Pope	10
11	do	do	Greer Pair	10
11	do	do	Louis Fair	10
11	do	do	John W. Turner	10
11	do	do	Bill Jimerson	10
11	do	do	Jim Reynolds	10
11	do	do	William Morris	10
11	do	do	Alfred Lindsay	10
11	do	do	Ed. Martor	10
11	do	do	John Sanders	10
11	do	do	Bill Cokley	10
11	do	do	Surat Thomas	10
11	do	do	Mary Thomas	10
11	do	do	Jack Taylor	16
11	do	do	Jessy Cuningham	16
11	do	do	George Wolet	10
11	do	do	Wash Ruder	10
11	do	do	Joe Hunter	10
11	do	do	Hinton Reynolds	10
11	do	do	Jim Thomas	10
11	do	do	Robert Rivers	10
11	do	do	Amos Fowler	10
11	do	do	Granville Burchley	10
11	do	do	Henry Burchley	10
11	do	do	Phill Sherley	10
11	do	do	Jack Wilson	10
11	do	do	Willis Bruefort	10
11	do	do	Hem Mudder	10
11	do	do	John Hall	10
11	do	do	Cap Cuningham	10
11	do	do	Melven Brown	10
11	do	do	Jackson Young	10
11	do	do	Wyatt Smoot	10
11	do	do	Henry Survey	10
11	do	do	Jack Hunly	10
11	do	do	Abrom White	10
11	do	do	Sarah Brown	10
11	do	do	Selvin Curry	10
11	do	do	Prinos Turner	10
11	do	do	Steward Wilson	10
11	do	do	Sam Cumvor	10
11	do	do	Nelson Emery	10
11	do	do	Jim Cannan	10
11	do	do	Wildry Dickerson	10
11	do	do	Aaron Turner	10

*Account of G. W. Braxdall, agent, &c.—Continued.*

Date.	Where received.	From whom received.	By whom received.	Amount.
				<i>Pounds.</i>
Sept. 11	Talladega, Ala	G. W. Braxdall	Louis Morris	10
11	do.	do.	Walker Try	10
11	do.	do.	Jack McNeal	10
11	do.	do.	Jim Cuningham	10
11	do.	do.	George Cook	16
11	do.	do.	Abe Cunningham	10
11	do.	do.	Ferris Cunningham	10
11	do.	do.	Washington Cunig- ham	10
11	do.	do.	John Jemerson	10
11	do.	do.	Gilbert Story	10
11	do.	do.	George Cuningham, jr.	10
11	do.	do.	Jack McClenan	10
11	do.	do.	Ben Mudder	10
11	do.	do.	George Cuningham	10
11	do.	do.	Elly McTone	10
11	do.	do.	Jabe Curry	10
11	do.	do.	Dennis Reynolds	10
11	do.	do.	Pheby Crook	10
11	do.	do.	Rily Curry	10
11	do.	do.	Fred Healle	10
11	do.	do.	Alf. Cunningham	10
11	do.	do.	Jim Kidd	10
11	do.	do.	Henry Cooper	10
11	do.	do.	Gilbert Grice	10
11	do.	do.	Calar English	10
11	do.	do.	Samuel Mieshan	10
11	do.	do.	Paul Hayden	10
11	do.	do.	George Jacobs	10
11	do.	do.	Aller Mudder	10
11	do.	do.	Maria Player	10
11	do.	do.	Harrison Ganna	10
11	do.	do.	Peler Dye	10
11	do.	do.	Joe Scott	10
11	do.	do.	Levy Thomas	10
11	do.	do.	Eafrom Truss	10
11	do.	do.	Sam Caldwell	10
11	do.	do.	Greer Keath	10
11	do.	do.	Jack Jenkins	10
11	do.	do.	Samuel Boles	10
11	do.	do.	Alexander Wood	10
11	do.	do.	Jasper Lee	10
11	do.	do.	Joe Farris	10
11	do.	do.	Wash Bouis	10
11	do.	do.	Henry Morris	10
11	do.	do.	John Gumble	10
11	do.	do.	Molley Grice	10
11	do.	do.	Charly Hall	10
11	do.	do.	Susan Swain	10
11	do.	do.	Jackson Kelygulf	10
11	do.	do.	Peggy Dickson	10
11	do.	do.	Molinda Peather	10
11	do.	do.	Ab. Fair	10
11	do.	do.	Hilnary Brown	10
11	do.	do.	Minny Player	10
11	do.	do.	Joe Player	10
11	do.	do.	Joe Merritt	10
11	do.	do.	Jim Cook	10
11	do.	do.	Thomas Oder	10
11	do.	do.	Isaac Oder	10
11	do.	do.	Tony Willison	10
11	do.	do.	Bob Oder	10
11	do.	do.	Charles Taylor	10

*Account of G. W. Braxdall, agent, &c.—Continued.*

Date.	Where received.	From whom received.	By whom received.	Amount.
				<i>Pounds.</i>
Sept. 11	Talladega, Ala.....	G. W. Braxdall.....	Elly Oder.....	10
11	do.....	do.....	Ed. Gamble.....	10
11	do.....	do.....	Alexander Wilson.....	10
11	do.....	do.....	Dick Wilson.....	10
11	do.....	do.....	John Terry.....	10
11	do.....	do.....	Thornton Lingy.....	10
11	do.....	do.....	Kate Trugler.....	10
11	do.....	do.....	Moses Cook.....	10
11	do.....	do.....	Isaac Thomas.....	10
11	do.....	do.....	Sam Wysinger.....	10
11	do.....	do.....	Clay Jackson.....	10
11	do.....	do.....	Ruff Smith.....	10
11	do.....	do.....	Becky Turner.....	10
11	do.....	do.....	Redrick Taylor.....	10
11	do.....	do.....	White White.....	10
11	do.....	do.....	Amistad Wheat.....	10
11	do.....	do.....	Cato Cook.....	10
11	do.....	do.....	Jim Pope.....	10
11	do.....	do.....	Ben Bowie.....	10
11	do.....	do.....	Will Pope.....	10
11	do.....	do.....	Jim Curry.....	10
11	do.....	do.....	Wyust Reynolds.....	10
11	do.....	do.....	Stephen Hall.....	10
11	do.....	do.....	Aliser Fowler.....	10
11	do.....	do.....	Beck Best.....	10
11	do.....	do.....	Sharlot Reynolds.....	10
11	do.....	do.....	Harrison Reynolds.....	10
11	do.....	do.....	Ben Davis.....	10
11	do.....	do.....	George Curry.....	10
11	do.....	do.....	Ed. Curry.....	10
11	do.....	do.....	Dannis Morris.....	10
11	do.....	do.....	Dick Best.....	10
11	do.....	do.....	Sarah Thomas.....	10
11	do.....	do.....	Jiles Thomas.....	15
11	do.....	do.....	Edward Hurst.....	15
11	do.....	do.....	Abner Scott.....	15
11	do.....	do.....	Miles Wheat.....	15
11	do.....	do.....	Betay Keath.....	15
11	do.....	do.....	Arch Chapman.....	15
11	do.....	do.....	Elizabeth Hurst.....	15
11	do.....	do.....	Nancy Carter.....	15
11	do.....	do.....	Fred Farris.....	15
11	do.....	do.....	Henry Yeoman.....	15
11	do.....	do.....	Josh Dufre.....	15
11	do.....	do.....	Robert Taylor.....	15
11	do.....	do.....	Lucy Playor.....	15
11	do.....	do.....	Ned Willisor.....	15
11	do.....	do.....	July Taylor.....	15
11	do.....	do.....	Jack Playor.....	15
11	do.....	do.....	Seamore Nix.....	15
11	do.....	do.....	Johnson Turner.....	15
11	do.....	do.....	Ned James.....	15
11	do.....	do.....	Warner Willison.....	15
11	do.....	do.....	S. Turner.....	10
11	do.....	do.....	Jim Rawlins.....	10
11	do.....	do.....	Sam Curry.....	10
11	do.....	do.....	Dean Reynolds.....	10
11	do.....	do.....	Simon Johnson.....	10
11	do.....	do.....	Fanny Fowler.....	10
11	do.....	do.....	Wash Emery.....	10
11	do.....	do.....	Perry Emery, jr.....	10
11	do.....	do.....	Perry Emery.....	10
11	do.....	do.....	Isaac Jinkens.....	10

*Account of G. W. Braxdall, agent, &c.—Continued.*

Date.	Where received.	From whom received.	By whom received.	Amount.
				<i>Pounds.</i>
Sept. 11	Tallahassee, Ala. ....	G. W. Braxdall. ....	Jim Player .....	10
11	do .....	do .....	Adline Williamson .....	10
11	do .....	do .....	Phill Best .....	15
11	do .....	do .....	Annis Gluse .....	25
11	do .....	do .....	Hock Cuningham .....	15
11	do .....	do .....	George Gluce .....	25
11	do .....	do .....	Matilda Cuningham .....	15
11	do .....	do .....	Mary Bails .....	15
11	do .....	do .....	Sarah Elstor .....	15
11	do .....	do .....	Daniel Harper .....	15
11	do .....	do .....	Henderson Mason .....	15
11	do .....	do .....	Lous Malry .....	15
11	do .....	do .....	Isac Mesbet .....	15
11	do .....	do .....	Hannah Turner .....	15
11	do .....	do .....	George Jimmerson .....	15
11	do .....	do .....	Moore Mitchen .....	15
11	do .....	do .....	Simond Mitchen .....	15
11	do .....	do .....	Wilday Mitchen .....	15
11	do .....	do .....	Aaron Baughdon .....	15
11	do .....	do .....	Cham George .....	15
11	do .....	do .....	Mary Smith .....	15
11	do .....	do .....	Anderson Brock .....	15
11	do .....	do .....	Jim Siser .....	15
11	do .....	do .....	Burrell Pope .....	15
11	do .....	do .....	Thomas Boggs .....	15
11	do .....	do .....	Buck Roberson .....	15
11	do .....	do .....	John Brown .....	15
11	do .....	do .....	Wes Lawler .....	15
11	do .....	do .....	Pertheam Ruglar .....	15
11	do .....	do .....	Jacob Rugler .....	15
11	do .....	do .....	Edmon Rusman .....	15
11	do .....	do .....	John Morris .....	15
11	do .....	do .....	Jacob Smoot .....	15
11	do .....	do .....	George Seals .....	15
11	do .....	do .....	Arch Duncan .....	15
11	do .....	do .....	El Thornton .....	15
11	do .....	do .....	Joe Jimersen .....	15
11	do .....	do .....	Louis Taylor .....	15
11	do .....	do .....	Aaron Bughdon .....	15
11	do .....	do .....	Anderson Brooks .....	15
11	do .....	do .....	Carter Montgomery .....	15
11	do .....	do .....	John Collens .....	15
11	do .....	do .....	R. T. Mayfield .....	15
11	do .....	do .....	W. M. Clay .....	15
11	do .....	do .....	J. B. Morton .....	15
11	do .....	do .....	P. S. Ferrigan .....	15
11	do .....	do .....	Lucy Porter .....	15
11	do .....	do .....	An Edwards .....	15
11	do .....	do .....	C. D. Warren .....	15
11	do .....	do .....	Bob Jinkens .....	10
11	do .....	do .....	Clarey Fowler .....	10
11	do .....	do .....	Ed Rosman .....	40
11	do .....	do .....	Abe Cook .....	10
11	do .....	do .....	Ned Muder .....	40
11	do .....	do .....	M. Freeman .....	40
11	do .....	do .....	Wash Curry .....	10
11	do .....	do .....	Press Calmo .....	10
11	do .....	do .....	Denis Knox .....	10
11	do .....	do .....	Fred Jamerson .....	10
11	do .....	do .....	Jim Shadwell .....	10
11	do .....	do .....	Bevly Chapman .....	10
11	do .....	do .....	Sam Dugless .....	10
11	do .....	do .....	Dock Fair .....	10

*Account of G. W. Braxdall, agent, &c.—Continued.*

Date.	Where received.	From whom received.	By whom received.	Amount.
				<i>Pounds.</i>
Sept. 11	Talladega, Ala. ....	G. W. Braxdall ....	Mat Mason .....	10
11	do .....	do .....	Buck Willison .....	10
11	do .....	do .....	Eeain Chapman .....	10
11	do .....	do .....	John Benson .....	10
11	do .....	do .....	Bob Jimerson .....	10
11	do .....	do .....	Molinda McClusky .....	10
11	do .....	do .....	Sarah Chapman .....	10
11	do .....	do .....	Chany Mason .....	10
11	do .....	do .....	Harriet Edwards .....	10
11	do .....	do .....	Jim Mejot .....	10
11	do .....	do .....	Sam Camron .....	10
11	do .....	do .....	Nelson Fisher .....	10
11	do .....	do .....	Buck Camron .....	10
11	do .....	do .....	Ike Jimerson .....	10
11	do .....	do .....	Harris Burns .....	10
11	do .....	do .....	Wash Mover .....	10
11	do .....	do .....	Dan Huckiber .....	10
11	do .....	do .....	Ben Taylor .....	10
11	do .....	do .....	Dave Pope .....	10
11	do .....	do .....	Anty Taylor .....	10
11	do .....	do .....	Joe Gier .....	10
11	do .....	do .....	Dennis Cary .....	10
11	do .....	do .....	Charly Curkey .....	10
11	do .....	do .....	Taylor Malleeson .....	10
11	do .....	do .....	Francr Terry .....	10
11	do .....	do .....	Sol Fluke .....	10
11	do .....	do .....	Pulsy Cook .....	10
Total amount .....				19, 134

I certify that the above is a true copy of the original receipts now in my possession.

THOS. C. SULLIVAN,  
*Captain and Commissary of Subsistence.*

DEMOPOLIS, ALA., September 17, 1874.

SIR: In accordance with your request for a statement in regard to the issuing of Government supplies among the sufferers from the overflow on the Tombigbee and Warrior Rivers in this State, I beg to inform you that on the 22d day of August last I received at this place 53,663 pounds of bacon, consigned to me as agent to distribute the same among the sufferers from overflow of the aforesaid rivers. My instructions (a copy of which is herunto attached) were to distribute the meat in any manner indicated by the Hon. Charles Hays, member of Congress from this, the fourth congressional district. Major Hays had appointed subagents in each of the counties of this district, and directed them to call upon me for the amount due their counties respectively, which they accordingly did. I, having been previously advised by Major Hays to ship the bacon to the agents appointed by him, of course complied with their requests.

Major Hays also requested me to act as agent for Marengo County,



which I did, and issued the amount allowed to the sufferers from overflow in accordance with law and instructions. I have made report of same to Governor Lewis as instructed, with list of parties who received the meat. There was not a sufficient amount, however, to meet the demand, especially among the colored people.

The bacon sent me has all been shipped to the agents in the various counties, with the exception of Pickens. There is no way to ship to Carrollton, the point of destination in Pickens, no railroad running nearer than twenty miles, and the river being so low at this season of the year, no boats are running higher than this place; I, therefore, hold the amount due Pickens County, subject to the governor's orders.

The following is a list of the counties in this district, all of which, according to my instructions, were entitled to proportionate share of the bacon according to the amount of suffering:

	Pounds.		Pounds.
1. Autauga .....	4,915	8. Marengo .....	8,517
*2. Baker .....	None sent.	*9. Perry .....	1,000
*3. Bibb .....	1,000	10. Pickens .....	4,628
4. Choctaw .....	3,685	11. Sanford .....	4,000
*5. Fayette .....	None sent.	*12. Shelby .....	1,000
6. Greene .....	6,000	13. Sumter .....	6,000
7. Hall .....	6,000	14. Tuscaloosa .....	4,918

The counties with a star are not on the rivers, and before I knew that they were not entitled to any, I had issued to Bibb, Perry, and Shelby, in accordance with instructions from Hon. Charles Hays.

Very respectfully, your obedient servant,

JOHN W. DEREEN.

Capt. WM. T. GENTRY, U. S. A.

A true copy :

THOS. C. SULLIVAN,  
*Captain, and Commissary of Subsistence.*

DEMOPOLIS, ALA., September 17, 1874.

SIR: Inclosed I have the honor to transmit a list of persons to whom I issued rations, with the amount issued to each person.

I have no way to send the amount due Pickens County, there being no boats running up there this season of the year; I therefore hold it subject to your order.

Very respectfully, your obedient servant,

JOHN W. DEREEN.

Hon. D. P. LEWIS,  
*Governor of Alabama.*

H. Ex. 110—5

## UNITED STATES TROOPS IN ALABAMA.

*Distribution of bacon to sufferers in Marengo County.*

Remarks.	Names.	Number in family.	Pounds issued.
Overflowed.	John Hart.....	Self, wife, and 5 children...	27
Do.....	Tom Hart.....	Self, wife, and 4 children...	25
Do.....	Ned Brown.....	Do.....	25
Do.....	Cesar Venten.....	Self, wife, and 3 children...	25
Do.....	Silas Croom.....	Self, wife, and 8 children...	35
Do.....	Tom Espey.....	Self, wife, and 5 children...	25
Do.....	Charles May.....	Self, wife, and 7 children...	30
Do.....	Lewis Long.....	Self, wife, and 4 children...	25
Do.....	L. Smith.....	Self, wife, and 9 children...	40
Do.....	Cato Jackson.....	Self, wife, and 3 children...	23
Do.....	Obe Brown.....	Self, wife, and 6 children...	35
Do.....	Gus Sharpe.....	Self, wife, and 7 children...	30
Do.....	Reuben Cooper.....	Self, wife, and 2 children...	20
Do.....	William Green.....	Self, wife, and 5 children...	25
Do.....	C. Grauer.....	Self, wife, and 8 children...	35
Do.....	Sam Ford.....	Self, wife, and 10 children...	30
Do.....	Kate Austin.....	Self and 2 children.....	10
Do.....	Henry Wilson.....	Self, wife, and 1 child.....	17
Do.....	C. Cheney.....	Self and 4 children.....	25
Do.....	Davy Stoodie.....	Self, wife, and 6 children...	25
Do.....	L. B. McCarty.....	Self, wife, and 8 children...	35
Do.....	H. Clemons.....	Self, wife, and 6 children...	30
Do.....	John Thomas.....	Self, wife, and 3 children...	22
Do.....	Abe Lyon.....	Self, wife, and 2 children...	30
Do.....	Peter May.....	do.....	25
Do.....	Harry Thompson.....	Self, wife, and 3 children...	25
Do.....	Kato Brodnax.....	do.....	20
Do.....	Miss Russell.....	Self.....	5
Do.....	Mr. Sledge.....	do.....	5
Do.....	Mary Pritchett.....	Self and 3 children.....	20
Do.....	Walton Taylor.....	Self.....	5
Do.....	S. Williams.....	Self and 3 children.....	15
Do.....	Madison Lewis.....	Self, wife, and 6 children...	20
Do.....	Patrick White.....	do.....	20
Do.....	John.....	Self, wife, and 8 children...	40
Do.....	Lewis Tower.....	Self, wife, and 3 children...	25
Do.....	Ed. Mitchell.....	Self, wife, and 2 children...	20
Do.....	Thomas Harrison.....	do.....	20
Do.....	Prince Wheelan.....	Self, wife, and 3 children...	23
Do.....	Robert Jones.....	Self, wife, and 6 children...	40
Do.....	Daniel Wilson.....	Self, wife, and 4 children...	25
Do.....	Paul Manning.....	Self, wife, and 2 children...	25
Do.....	— Jones.....	Self, wife, and 1 child.....	15
Do.....	Tildy Johnson.....	Self.....	10
Do.....	Tildy Anne Goold.....	Self and 1 child.....	17
Do.....	Mrs. Pearce.....	Self and 5 children.....	30
Do.....	Mrs. Cooper.....	Self and 2 children.....	10
Do.....	Parker Lee.....	Self and wife.....	15
Do.....	Charles D.....	Self, wife, and 7 children...	30
Do.....	Julia Watson.....	Self and 1 child.....	15
Do.....	Henry Kuffin.....	Self and 2 children.....	25
Do.....	Daniel Mark.....	Self, wife, and 5 children...	35
Do.....	Aaron Little.....	Self, wife, and 3 children...	25
Do.....	Sam Harris.....	Self.....	10
Do.....	Jack Robinson.....	Self and wife.....	15
Do.....	Anderson King.....	Self, wife, and 2 children...	20
Do.....	Isam Little.....	Self, wife, and 1 child.....	15
Do.....	Jack Pauly.....	Self and wife.....	15
Do.....	Thomas Mason.....	do.....	15
Do.....	Willis Marcus.....	Self, wife, and 1 child.....	20
Do.....	John Bonden.....	Self, wife, and 3 children...	25
Do.....	Hasty Williams.....	Self.....	10

*Distribution of bacon to sufferers in Marengo County—Continued.*

Remarks.	Names.	Number in family.	Pounds issued.
Overflowed.	Thornton Rogers	Self	10
Do.	Geo. Fountain	do.	10
Do.	Jim Robinson	do.	10
Do.	— Rogers	Self, wife, and 10 children	50
Do.	Dan Thompson	Self, wife, and 4 children	25
Do.	Henry Moody	Self, wife, and 1 child	15
Do.	Lim McIntosh	Self and wife	15
Do.	Moses McIntosh	Self, wife, and 3 children	35
Do.	Maj. G. W. Bathon	do.	25
Do.	Henry Mikle	Self	10
Do.	Bob Vauinters	Self and wife	15
Do.	Nelson Johnson	do.	15
Do.	Ben Gaskins	Self, wife, and 5 children	25
Do.	Henry Davis	Self, wife, and 3 children	25
Do.	S. Johnson	Self and wife	15
Do.	William Lee	Self	10
Do.	L. Cheney	do.	10
Do.	Julia Chaney	do.	10
Do.	Annie Cheney	do.	10
Do.	S. Hildreth	do.	10
Do.	Moses Holloway	Self, wife, and 1 child	15
Do.	Daniel Hart	Self, wife, and 3 children	25
Do.	Bas F	do.	25
Do.	Roger D	Self, wife, and 2 children	20
Do.	Champ H	Self, wife, and 5 children	25
Do.	Sally H	Self and 4 children	15
Do.	Lally B	do.	15
Do.	George B	Self, wife, and 1 child	20
Do.	Bob P	Self and wife	15
Do.	Solomon H	Self, wife, and 4 children	30
Do.	Isaac H	do.	30
Do.	Gust B	Self, wife, and 2 children	20
Do.	Gif H	Self, wife, and 4 children	30
Do.	Ben W	Self and wife	15
Do.	Ely H	Self, wife, and 3 children	25
Do.	D. H. Hart	Self, wife, and 7 children	35
Do.	M. F. Tarvin	Self, wife, and 1 child	15
Do.	Rich Williams	Self, wife, and 2 children	20
Do.	Joe Gaston	Self, wife, and 5 children	30
Do.	P. Broadnax	Self and 4 children	15
Do.	L. Munroe	Self	10
Do.	T. Prince	Self, wife, and 3 children	25
Do.	William Wallace	Self	10
Do.	Gus Mosely	Self and wife	15
Do.	Phil Hawkins	Self, wife, and 2 children	20
Do.	Haywood Davis	Self	10
Do.	Jack Campton	Self, wife, and 1 child	15
Do.	Mat Campton	Self	10
Do.	Henry Campton	do.	10
Do.	King Lovely	do.	10
Do.	Tom Hildreth	do.	10
Do.	John Salter	Self, wife, and 3 children	25
Do.	Charity Salter	Self and 5 children	5
Do.	Maggie Cheney	Self	5
Do.	C. Cheney	do.	10
Do.	Milly Cheney	do.	5
Do.	Manuel Cheney	do.	10
Do.	Rachel Cheney	do.	5
Do.	Harry Cheney	do.	5
Do.	Rae Cheney	Self and 4 children	25
Do.	W. P. Cheney	Self and wife	15
Do.	H. Cheney	Self	10
Do.	Agnes Cheney	do.	5

*Distribution of bacon to sufferers in Marengo County—Continued.*

Remarks.	Names.	Number in family.	Pounds issued.
Overflowed.	Wallace Cheney .....	Self, wife, and 2 children...	20
Do.....	Annie Cheney .....	Self .....	5
Do.....	Melinda Cheney .....	do.....	5
Do.....	Suekey Cheney .....	do.....	5
Do.....	Angus Cheney .....	Self, wife, and 4 children...	25
Do.....	Francis Cheney .....	Self .....	5
Do.....	Ralph Du Bose .....	Self, wife, and 4 children...	25
Do.....	Tom Du Bose .....	Self .....	10
Do.....	Betsey Green .....	Self and 3 children .....	15
Do.....	Dan Glover .....	do.....	15
Do.....	Thomas .....	Self, wife, and 2 children...	15
Do.....	Bay Du Bose .....	Self .....	10
Do.....	Lindy Du Bose .....	do.....	5
Do.....	Millie Du Bose .....	do.....	5
Do.....	Dave Du Bose .....	Self, wife, and 3 children...	25
Do.....	Mrs. M. E. Cheney .....	Self and 1 child .....	20
Do.....	Bob Hart .....	Self, wife, and 1 child .....	20
Do.....	H. Hart .....	Self .....	5
Do.....	M. Bryant .....	do.....	5
Do.....	L. Bryant .....	do.....	5
Do.....	Mose Simmons .....	Self, wife, and 4 children...	30
Do.....	L. Malone .....	Self and 3 children .....	20
Do.....	Tom Vaughan .....	Self, wife, and 2 children...	20
Do.....	Ben Thompson .....	Self, wife, and 11 children..	50
Do.....	Henry Williams .....	Self and 1 child .....	15
Do.....	O. Williams .....	Self and wife .....	15
Do.....	R. Freelon .....	Self, wife, and 2 children...	25
Do.....	Charles Atkins .....	Self, wife, and 5 children...	25
Do.....	Ben Chuam .....	Self and wife .....	15
Do.....	Jim Black .....	Self, wife, and 3 children...	25
Do.....	R. Black .....	Self .....	10
Do.....	Charles Wright .....	Self, wife, and 1 child .....	15
Do.....	Dan Edwards .....	Self, wife, and 3 children...	25
Do.....	Emily Wilson .....	Self and 3 children .....	15
Do.....	Susan Sledge .....	Self and 2 children .....	15
Do.....	Ryall Jones .....	Self, wife, and 3 children...	25
Do.....	R. McKnight .....	Self .....	10
Do.....	M. Harwell .....	Self and 1 child .....	10
Do.....	— Glasgow .....	do.....	10
Do.....	L. Johnston .....	Self .....	10
Do.....	Annie Green .....	Self and 2 children .....	10
Do.....	C. Simmons .....	Self and 3 children .....	15
Do.....	Lizzie Taylor .....	Self and 3 children .....	10
Do.....	G. Browning .....	Self, wife, and 4 children...	25
Do.....	Jerry Hart .....	Self .....	10
Do.....	Alex. Lathram .....	Self, wife, and 4 children...	25
Do.....	Nelson Yerby .....	Self, wife, and 2 children...	20
Do.....	Jane Stearns .....	Self and 3 children .....	15
Do.....	Luke Hart .....	Self, wife, and 1 child .....	15
Do.....	Julia Johnson .....	Self and 3 children .....	15
Do.....	Sol. Barnum .....	Self, wife, and 1 child .....	20
Do.....	Kelley Beckey .....	Self .....	10
Do.....	Lewis Caray .....	Self, wife, and 2 children...	20
Do.....	Danl. Long .....	Self, wife, and 5 children...	40
Do.....	Alf. King .....	Self, wife, and 2 children...	20
Do.....	M. Smith .....	Self .....	10
Do.....	S. Hudson .....	Self and 2 children .....	15
Do.....	Jno. Jones .....	Self, wife, and 4 children...	25
Do.....	Sam Jones .....	Self and wife .....	15
Do.....	Mag Hester .....	Self and 3 children .....	15
Do.....	Emma Falkner .....	Self and 1 child .....	10
Do.....	E. Mitchell .....	Self and 2 children .....	15
Do.....	E. Dallas .....	do.....	15
Do.....	Henry Anderson .....	Self, wife, and 6 children...	30

*Distribution of bacon to sufferers in Marengo County—Continued.*

Remarks.	Names.	Number in family.	Pounds issued.
Overflowed.	Jim Taylor .....	Self .....	10
Do .....	Tom Strode .....	Self and wife .....	15
Do .....	Rachel Tutt .....	Self and 3 children .....	15
Do .....	Francis Carter .....	Self and 2 children .....	20
Do .....	Sandy Cuvvy .....	Self, wife, and 1 child .....	20
Do .....	F. E. McCornack .....	Self and 2 children .....	20
Do .....	Jno. Coats .....	Self and 1 child .....	15
Do .....	Dennis Ruffin .....	Self, wife, and 5 children .....	30
Do .....	Green Thomas .....	Self, wife, and 3 children .....	25
Do .....	P. Scott .....	Self .....	10
Do .....	H. Bingham .....	Self and wife .....	15
Do .....	Kelly Tonas .....	Self, wife, and 1 child .....	15
Do .....	A. Johnson .....	Self .....	10
Do .....	Jack Henderson .....	Self, wife, and 2 children .....	20
Do .....	Charles Lewis .....	Self .....	10
Do .....	Mingo Jones .....	do .....	10
Do .....	R. Roberson .....	do .....	10
Do .....	C. Harrison .....	Self and 1 child .....	15
Do .....	Bill Brown .....	Self, wife, and 2 children .....	15
Do .....	L. Sharpe .....	Self .....	5
Do .....	H. Jones .....	do .....	5
Do .....	Bure Hays .....	Self, wife, and 3 children .....	25
Do .....	Savannah Smith .....	do .....	25
Do .....	Alex. Holmes .....	Self .....	10
Do .....	B. Samuel .....	Self and wife .....	15
Do .....	A. Boston .....	Self, wife, and 3 children .....	25
Do .....	Peter Burnett .....	Self and wife .....	15
Do .....	George Mikle .....	Self .....	10
Do .....	John Mikle .....	do .....	10
Do .....	Lucy Robinson .....	do .....	5
Do .....	Walter Robinson .....	do .....	10
Do .....	Dr. L. D. Smith .....	Self, wife, and 6 children .....	30
Do .....	Sol Barmer .....	Self, wife, and 1 child .....	25
Do .....	Chance Buples .....	do .....	25
Do .....	A. Gaitors .....	Self, wife, and 3 children .....	30
Do .....	A. Wesley .....	Self and 5 children .....	20
Do .....	Jeff. Brown .....	Self, wife, and 3 children .....	30
Do .....	Peter Austin .....	Self and wife .....	15
Do .....	McFournier .....	Self, wife, and 5 children .....	30
Do .....	George Gaston .....	Self, wife, and 2 children .....	20
Do .....	John Plevins .....	Self .....	10
Do .....	Stock Goodwin .....	Self, wife, and 6 children .....	60
Do .....	Jack Ray .....	Self, wife, and 4 children .....	45
Do .....	Joe Donson .....	Self, wife, and 5 children .....	50
Do .....	Abe Gibbs .....	Self and wife .....	15
Do .....	F. Eaton .....	Self, wife, and 1 child .....	15
Do .....	Jim Rose .....	Self .....	10
Do .....	Sam Gains .....	do .....	10
Do .....	Jno. Grand .....	Self, wife, and 1 child .....	15
Do .....	Jim Raines .....	do .....	15
Do .....	Jim Assex .....	Self, wife, and 6 children .....	30
Do .....	Henry Assex .....	Self, wife, and 4 children .....	25
Do .....	Kaigh Lock .....	Self, wife, and 3 children .....	25
Do .....	Sam Essen .....	do .....	20
Do .....	E. Laud .....	Self, wife, and 4 children .....	25
Do .....	C. Scott .....	Self .....	5
Do .....	Lanra Downing .....	Self and 8 children .....	40
Do .....	Bob Gaines .....	Self and wife .....	15
Do .....	Melanda Raines .....	Self .....	5
Do .....	Bella Hilt .....	Self and 4 children .....	15
Do .....	Obe Joseph .....	Self, wife, and 2 children .....	20
Do .....	Jno. Cotton .....	Self and wife .....	15
Do .....	Wm. Ford .....	Self .....	10

*Distribution of bacon to sufferers in Marengo County—Continued.*

Remarks.	Names.	Number in family.	Pounds issued.
Overflowed.	Susan Ford.....	Self.....	5
Do.....	Stephen Balton.....	Self, wife, and 1 child.....	15
Do.....	Lewis Craighead.....	Self, wife, and 2 children.....	20
Do.....	Robt. Davis.....	Self, wife, and 6 children.....	30
Do.....	Jock Campton.....	Self and wife.....	15
Do.....	Jim Campton.....	do.....	15
Do.....	Madison Compton.....	do.....	15
Do.....	Tom Campton.....	do.....	15
Do.....	Emanuel Cheney.....	do.....	15
Do.....	C. Cheney.....	do.....	15
Do.....	Jno. Cheney.....	do.....	15
Do.....	King Brick.....	do.....	15
Do.....	Charity Cheney.....	Self.....	5
Do.....	Milly Cheney.....	do.....	5
Do.....	Aug. Chamey.....	do.....	5
Do.....	Henry Compt.....	Self and wife.....	15
Do.....	Hackley Compt.....	Self.....	10
Do.....	Rachel Compt.....	do.....	5
Do.....	Hendersons Clemons.....	Self and wife.....	20
Do.....	Tom Strode.....	Self.....	10
Do.....	Hager Strode.....	do.....	5
Do.....	Richard Williams.....	Self, wife, and 2 children.....	20
Do.....	Pinkney Caldwell.....	Self, wife, and 4 children.....	30
Do.....	do.....	Self.....	10
Do.....	Jno. C. Webb.....	Self, wife, and 2 children.....	20
Do.....	W. F. Strudwick.....	Self and 6 children.....	25
Do.....	Dave Sheppard.....	Self, wife, and 2 children.....	20
Do.....	Armstead Steele.....	Self.....	10
Do.....	Csar Langford.....	Self, wife, and 3 children.....	25
Do.....	McHart.....	Self and 4 children.....	25
Do.....	Calvin Lucy, jr.....	Self, wife, and 1 child.....	25
Do.....	Tony Sharpe.....	Self.....	10
Do.....	Francis Watkens.....	do.....	5
Do.....	C. B. Ganes.....	Self, wife, and 3 children.....	25
Do.....	J. B. Jones.....	Self.....	10
Do.....	Mrs. McGowen.....	Self and 2 children.....	10
Do.....	Frank Shirilas.....	Self, wife, and 1 child.....	15
Do.....	Tony Campbell.....	Self, wife, and 2 children.....	20
Do.....	Ella May.....	Self and 1 child.....	10
Do.....	George May.....	Self.....	5
Do.....	Henry Scott.....	Self, wife, and 1 child.....	20
Do.....	B. Robinson.....	Self, wife, and 6 children.....	30
Do.....	Perry Brown.....	Self, wife, and 2 children.....	20
Do.....	Arm Phares.....	Self, wife, and 3 children.....	25
Do.....	George Hart.....	Self and wife.....	15
Do.....	M. Hart.....	Self.....	5
Do.....	Little Seaborn.....	Self, wife, and 6 children.....	30
Do.....	George Du Bose.....	Self, wife, and 4 children.....	25
Do.....	Saph. Hart.....	Self and 4 children.....	15
Do.....	Jack Reese.....	Self, wife, and 1 child.....	20
Do.....	T. Reese.....	Self.....	5
Do.....	Allen Flucker.....	Self, wife, and 6 children.....	30
Do.....	E. Davis.....	Self, wife, and 4 children.....	30
Do.....	Sam. Jones.....	Self and wife.....	15
Do.....	Allen Keller.....	do.....	15
Do.....	D. Campton.....	Self, wife, and 3 children.....	25
Do.....	Henry Esser.....	do.....	25
Do.....	Bob Hart.....	Self, wife, and 2 children.....	20
Do.....	Mollie Croom.....	Self and 1 child.....	10
Do.....	Ben. Gaston.....	Self, wife, and 4 children.....	25
Do.....	July Cheney.....	Self.....	5
Do.....	L. Hart.....	Self and 1 child.....	10
Do.....	N. Johnson.....	Self and wife.....	15

*Distribution of bacon to sufferers in Marengo County—Continued.*

Remarks.	Names.	Number in family.	Pounds issued.
Overflowed.	Henry Mitchell.....	Self, wife, and 4 children..	25
Do.....	Nelson Allen.....	Self, wife, and 6 children..	35
Do.....	E. McNight.....	Self, wife, and 3 children..	25
Do.....	M. Fluker.....	Self.....	5
Do.....	M. Easer.....	Self, wife, and 1 child.....	15
Do.....	J. E.....	Self, wife, and 4 children..	25
Do.....	Clies Williams.....	Self, wife, and 2 children..	20
Do.....	P. Hart.....	Self, wife, and 4 children..	25
Do.....	Daniel Hart.....	Self, wife, and 6 children..	30
Do.....	M. Hallaway.....	Self, wife, and 2 children..	25
Do.....	William Leeru.....	Self.....	10
Do.....	Robert Hannibal.....	Self and wife.....	15
Do.....	Sallie Hart.....	Self.....	5
Do.....	Suekey Hart.....	Self and 2 children.....	10
Do.....	Sallie Brady.....	do.....	10
Do.....	Abe Abrams.....	Self, wife, and 6 children..	30
Do.....	Calvin Brown.....	Self, wife, and 3 children..	25
Do.....	William Rose.....	Self, wife, and 4 children..	25
Do.....	Prince Coats.....	Self and wife.....	10
Do.....	Edward Handsborn.....	Self, wife, and 8 children..	35
Do.....	Will Saunders.....	Self, wife, and 2 children..	20
Do.....	Mrs. Dalton.....	Self and 2 children.....	15
Do.....	Mrs. Mary Baily.....	Self and 1 child.....	10
Do.....	Bob Davis.....	Self.....	10
Do.....	Jim Henderson.....	Self, wife, and 3 children..	25
Do.....	Charles Harper.....	Self, wife, and 6 children..	30
Do.....	C. Cheney.....	Self and 4 children.....	15
Do.....	Charles House.....	Self and 2 children.....	20
Do.....	Joe House.....	Self and 1 child.....	15
Do.....	L. Williams.....	Self and 2 children.....	15
Do.....	Nelson Brown.....	Self and 3 children.....	25
Do.....	Jane Williams.....	Self and 5 children.....	20
Do.....	Martin Nicols.....	Self.....	10
Do.....	Gilbert Russell.....	do.....	10
Do.....	Peter Plump.....	Self, wife, and 1 child.....	15
Do.....	Hannah Plump.....	Self.....	5
Do.....	Burrel Plump.....	do.....	10
Do.....	James Nelson.....	Self, wife, and 3 children..	25
Do.....	Liza Hatch.....	Self.....	5
Do.....	Gabe Nelson.....	do.....	10
Do.....	Henry Carter.....	Self, wife, and 2 children..	20
Do.....	P. Bird.....	Self, wife, and 3 children..	25
Do.....	Beckey Davis.....	Self.....	5
Do.....	York Brock.....	Self, wife, and 3 children..	25
Do.....	Charles Russell.....	Self.....	10
Do.....	Gus Watkins.....	Self, wife, and 2 children..	20
Do.....	Alf. Daniel.....	Self, wife, and 6 children..	30
Do.....	Tom Locket.....	Self, wife, and 1 child.....	20
Do.....	E. Locket.....	Self, wife, and 3 children..	25
Do.....	S. Locket.....	Self and 1 child.....	15
Do.....	Jasper Manning.....	Self, wife, and 1 child.....	20
Do.....	Wash. Talliaferro.....	Self.....	10
Do.....	S. D. Fulford.....	Self, wife, and 5 children..	30
Do.....	James Jones.....	Self, wife, and 4 children..	25
Do.....	Fannie Glaston.....	Self.....	5
Do.....	Hannah Jones.....	Self and 4 children.....	20
Do.....	M. Wilkins.....	Self and 2 children.....	10
Do.....	Peter Donald.....	Self, wife, and 8 children..	35
Do.....	J. Donald.....	Self, wife, and 3 children..	25
Do.....	P. Cooper.....	Self, wife, and 6 children..	30
Do.....	D. Cambrie.....	Self, wife, and 4 children..	25
Do.....	A. Norman.....	Self, wife, and 1 child.....	20
Do.....	C. Jackson.....	do.....	20

*Distribution of bacon to sufferers in Marengo County—Continued.*

Remarks.	Names.	Number in family.	Pounds issued.
Overflowed.	J. Starks .....	Self .....	5
Do.....	L. Saunders .....	do.....	5
Do.....	H. Thompson .....	Self and 1 child .....	10
Do.....	Betsey Balton .....	Self .....	5
Do.....	R. Wallworth .....	Self, wife, and 3 children .....	22
Do.....	W. W. Harder .....	Self, wife, and 6 children .....	30
Do.....	P. J. Harder .....	Self .....	10
Do.....	N. Bassett .....	Self and wife .....	15
Do.....	E. P. Lewis .....	Self .....	10
Do.....	W. H. Lewis .....	Self, wife, and 4 children .....	25
Do.....	Branch Essex .....	Self, wife, and 3 children .....	20
Do.....	T. Essex .....	do.....	25
Do.....	A. Jones .....	Self and wife .....	15
Do.....	Jackson Parker .....	Self, wife, and 4 children .....	25
Do.....	T. Chaney .....	Self, wife, and 2 children .....	20
Do.....	E. Fluker .....	do.....	20
Do.....	H. Brown .....	Self, wife, and 3 children .....	25
Do.....	C. Simmons .....	Self .....	5
Do.....	T. Charley .....	do.....	10
Do.....	Wm. Walker .....	do.....	10
Do.....	J. Green .....	Self, wife, and 6 children .....	30
Do.....	M. Lavender .....	Self and 1 child .....	10
Do.....	C. Smith .....	Self, wife, and 2 children .....	20
Do.....	C. Hoot .....	Self, wife, and 1 child .....	20
Do.....	C. Hoot .....	Self and 1 child .....	15
Do.....	H. Williams .....	Self, wife, and 1 child .....	20
Do.....	Nat. Williams .....	Self, wife, and 6 children .....	30
Do.....	Miles Webb .....	Self, wife, and 1 child .....	15
Do.....	Giles Stones .....	Self and 1 child .....	15
Do.....	G. Gay .....	Self, wife, and 5 children .....	30
Do.....	N. Page .....	Self .....	10
Do.....	Betty Saunders .....	Self and 3 children .....	15
Do.....	Milly Daleman .....	Self .....	5
Do.....	Dan. Jordan .....	Self, wife, and 5 children .....	30
Do.....	W. Turner .....	Self .....	10
Do.....	I. White .....	do.....	5
Do.....	M. Colgin .....	do.....	5
Do.....	Richard Wilson .....	Self, wife, and 5 children .....	30
Do.....	G. Wilson .....	Self .....	10
Do.....	Henderson Williams .....	Self and wife .....	15
Do.....	Henry Hays .....	do.....	15
Do.....	L. Clarke .....	Self, wife, and 3 children .....	25
Do.....	S. Moore .....	do.....	25
Do.....	C. Lewis .....	Self, wife, and 5 children .....	30
Do.....	C. Green .....	Self and 3 children .....	15
Do.....	A. Bryant .....	Self, wife, and 7 children .....	35
Do.....	T. Coleman .....	Self, wife, and 2 children .....	20
Do.....	T. Green .....	Self .....	10
Do.....	P. Peters .....	Self, wife, and 8 children .....	35
Do.....	D. Peters .....	Self, wife, and 5 children .....	30
Do.....	Jerry Bragg .....	Self and 1 child .....	15
Do.....	H. Erby .....	do.....	15
Do.....	L. Rhodes .....	Self and 2 children .....	15
Do.....	P. Du Bose .....	Self .....	10
Do.....	J. H. Lendin .....	do.....	10
Do.....	And. Green .....	Self, wife, and 1 child .....	15
Do.....	R. Mickle .....	Self, wife, and 6 children .....	35
Do.....	O. Robinson .....	Self, wife, and 4 children .....	25
Do.....	L. Bryant .....	Self and wife .....	15
Do.....	Geo. Gaines .....	Self, wife, and 1 child .....	20
Do.....	S. Gaines .....	Self and 3 children .....	15
Do.....	Annie Simmons .....	Self and 4 children .....	15
Do.....	Joe. Brien .....	Self, wife, and 5 children .....	30



*Distribution of bacon to sufferers in Marengo County—Continued.*

Remarks.	Names.	Number in family.	Pounds issued.
Overflowed.	F. Dussetries .....	Self, wife, and 3 children...	25
Do.....	L. Dussetries .....	Self, wife, and 1 child.....	20
Do.....	Jane Bublin .....	Self.....	5
Do.....	Chas. Swinley .....	do .....	10
Do.....	Wm. Davis .....	Self, wife, and 3 children .....	25
Do.....	Jno. Brown .....	do .....	25
Do.....	George Hogan .....	Self, wife, and 2 children .....	20
Do.....	F. Hogan .....	Self and 2 children .....	15
Do.....	Richard Thurman .....	Self, wife, and 3 children .....	30
Do.....	Jeff McCason .....	Self, wife, and 5 children .....	30
Do.....	Jake Watkins .....	Self .....	10
Do.....	D. Brown .....	Self, wife, and 3 children .....	25
Do.....	R. M. Robertson .....	Self, wife, and 2 children .....	20
Do.....	Charles Miller .....	Self, wife, and 1 child .....	15
Do.....	R. King .....	Self and 4 children .....	15
Do.....	Robert Ferguson .....	Self .....	10
Do.....	Kiagh Williams .....	Self and 2 children .....	10
Do.....	C. Williams .....	Self .....	5
Do.....	John Brown .....	Self and wife .....	15
Do.....	M. Brown .....	Self .....	5
Do.....	D. C. Compton .....	Self, wife, and 1 child .....	15
Do.....	James Jones .....	Self, wife, and 6 children .....	35
Do.....	J. D. Drawhorn .....	Self and wife .....	15
Do.....	Jake Kimbrough .....	Self, wife, and 2 children .....	20
Do.....	Lott Simmons .....	Self and wife .....	15
Do.....	Jane Williams .....	Self .....	5
Do.....	M. Bird .....	Self and 6 children .....	30
Do.....	William Ogee .....	Self .....	10
Do.....	B. Robinson .....	Self, wife, and 4 children .....	40
Do.....	D. Kelly .....	Self, wife, and 1 child .....	25
Do.....	E. King .....	Self, wife, and 6 children .....	30
Do.....	R. Robinson .....	Self and wife .....	15
			8,606

DEMOPOLIS, ALA., *September 14, 1874.*

I hereby certify that the foregoing is a true and correct list, and amount of bacon issued by me to the sufferers from overflow of the Tombigbee River, in Marengo County. I further certify that the afore-said bacon was, so far as I know and believe, issued in accordance with the act of Congress authorizing the same, the amount issued being eight thousand six hundred and six pounds.

JNO. W. DEREEN,  
*Agent for the Distribution of Government Bacon.*

I certify that the within is a true copy of the original.

CHAS. J. ATKINSON,  
*Recording Secretary to Governor of Alabama.*

*Account of John H. Austin for the distribution of bacon to the sufferers by the overflow in the fifth and sixth congressional districts of Alabama.*

Dr.

Aug., 1874. To 28 casks bacon, weighing, by pounds. .... 31,278

Cr.

Date.	Name.	No. in family.	Pounds.
Sept. 1	By W. A. Tarrence .....	5	60
1	By M. M. Parmer .....	6	72
1	By Jno. Cary .....	8	96
1	By Tom. Riggs .....	5	60
1	By Geo. Garth .....	5	60
1	By Richd. Garth .....	7	84
1	By Moses Mathews .....	5	60
1	By Anderson Oldaire .....	4	48
1	By Henry Slaughter .....	8	96
1	By Dudley Garner .....	6	72
1	By Jordan Saunders .....	5	60
1	By Jas. Darden .....	9	108
1	By Sam. Owens .....	5	60
1	By W. M. Dancey .....	10	120
1	By Wade McClusky .....	6	72
1	By Emily Todd .....	6	72
1	By Winnie Holmes .....	4	50
1	By Mitchell Blackwell .....	7	84
1	By Henry Blackwell .....	5	60
1	By Cox family .....	6	72
1	By Dan. Walden .....	-----	50
1	By Anthony Lowry .....	5	60
1	By Peter Talk .....	4	48
1	By William Kennard .....	9	108
2	By Ann Clark .....	4	48
2	By W. Parker .....	10	112
2	By Sam. Garth .....	6	70
2	By Mrs. Owens .....	6	72
2	By Mrs. Donaldson .....	5	60
2	By Rolland Garth .....	7	87
2	By Mary Dodson .....	5	60
2	By Moses Garth .....	7	84
2	By Max Mosely .....	5	60
2	By Jno. Mosely .....	6	74
2	By Gabe Lowe .....	6	72
2	By Gabe Kimble .....	9	106
2	By Jno. Kimble .....	7	84
2	By Milton Furnel .....	6	72
2	By Dick Handley .....	7	74
2	By Eliza Burton .....	5	60
2	By Jack Burleson .....	11	132
2	By Sol. Lowe .....	3	40
2	By Jno. Brown .....	7	87
2	By Mrs. Gregory .....	5	60
2	By H. McKnight .....	7	84
3	By Wm. Franklin .....	6	72
3	By Jno. Caster .....	8	96
3	By Sarah Stevenson .....	6	72
3	By Jas. Stevenson .....	7	84
3	By J. Donnet .....	5	60
3	By J. Gibson .....	5	60
3	By Ellen Travis .....	6	72
3	By Cusy Blackwell .....	6	72
3	By Jane Blackwell .....	5	60
3	By Wm. Davis .....	7	84
3	By W. E. Blackwell .....	7	84

*Account of John H. Austin, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Sept. 3	By F. Stubblefield .....	5	60
3	By Nelly Blackwell .....	5	60
3	By D. Rogers .....	9	108
3	By F. Slater .....	5	60
3	By Geo. Fennel .....	6	72
3	By Jas. Fennel .....	7	84
3	By M. Fennel .....	4	48
3	By Benj. Blackwell .....	6	72
3	By Sam. Gill .....	8	96
3	By Henry Humphries .....	7	84
3	By Joe. Garth .....	11	132
3	By E. Garth .....	4	48
3	By F. Garth .....	7	84
3	By D. Garth .....	6	72
3	By Jackson Garth .....	4	48
3	By Peter Stewart .....	6	72
3	By Lucian Simms .....	5	60
4	By Jno. Ball .....	7	84
4	By J. Hampton .....	7	84
4	By Sam. Garth .....	7	84
4	By Mrs. McGarth .....	4	48
4	By Tom. Riggs .....	7	84
4	By P. Mosely .....	4	48
4	By S. Garth .....	5	60
4	By T. Mosely .....	7	84
4	By J. Todd .....	8	96
4	By E. Whitesides .....	6	72
4	By S. McDonald .....	5	60
4	By T. R. Garth .....	7	84
4	By Silas James .....	6	72
4	By Jas. Smith .....	6	72
4	By Lewis De Looch .....	13	156
4	By Wade Hobbs .....	6	72
4	By Martin Roberts .....	7	84
4	By Mathew Rogers .....	8	96
4	By Wm. McClusky .....	6	72
4	By Wilson Roberts .....	6	72
5	By Geo. Brown .....	6	72
5	By W. Sinsabaugh .....	7	84
5	By L. Alexander .....	4	48
5	By Sol. Kane .....	5	60
5	By P. Mosely .....	4	48
5	By W. Torrence .....	7	84
5	By W. M. Pannol .....	6	72
5	By Jno. Cerey .....	7	84
5	By Geo. Garth .....	5	60
5	By A. Oldaere .....	4	48
5	By Henry Slater .....	8	96
5	By Joe Darden .....	9	108
5	By Sam Owens .....	5	60
5	By Geo. Hunnicut .....	7	84
5	By Talton Tucker .....	7	84
5	By Sarah Kane .....	7	84
5	By Pat. Holmes .....	5	60
5	By Alex. Mosely .....	6	72
5	By Geo. Snead .....	4	48
5	By Sam Crawford .....	6	72
5	By Peter Falk .....	4	48
5	By W. Parker .....	6	72
5	By R. Mosely .....	7	84
5	By P. Lowe .....	6	72
5	By J. M. Orr .....	5	60
5	By R. Woodall .....	6	72

## UNITED STATES TROOPS IN ALABAMA.

*Account of John H. Austin, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Sept. 5	By B. M. Davis.....	5	60
7	By Sol. Donald.....	4	48
7	By B. Johnson.....	6	72
7	By J. Donnel.....	5	60
7	By Jno. Gibson.....	5	60
7	By Lee Burton.....	5	60
7	By Jas. Burton.....	4	48
7	By Jas. Paints.....	6	72
7	By Jas. Cook.....	7	84
7	By P. White.....	7	84
7	By O. Garth.....	8	96
7	By Jno. Cooper.....	5	60
7	By Moses Bady.....	4	48
7	By Y. Callahan.....	5	60
7	By H. Callahan.....	7	84
7	By J. Roper.....	6	72
7	By C. Chambers.....	7	84
7	By M. M. Long.....	6	72
7	By M. M. Lindsay.....	5	60
7	By Mrs. J. Barnes.....	4	48
7	By W. J. Barnes.....	6	72
7	By W. Pearson.....	11	132
7	By Ellen Travis.....	6	72
7	By Dolphis Brown.....	6	72
8	By W. Holmes.....	3	36
8	By Winnie Todd.....	2	24
8	By E. White.....	6	72
8	By Emily Todd.....	5	60
8	By T. Mosely.....	4	48
8	By G. Gill.....	7	84
8	By Clinton Stover.....	8	96
8	By Charity Hodges.....	7	84
8	By Nancy Hood.....	5	60
8	By Steve Hill.....	7	84
8	By R. Stover.....	6	72
8	By B. Cyrus.....	5	60
8	By W. Kerr.....	9	108
8	By S. Lowe.....	4	48
8	By J. Austin.....	6	72
8	By Jas. McClusky.....	7	84
8	By J. McBrown.....	8	96
8	By W. A. Terrance.....	5	60
9	By Jno. Irvin.....	8	96
9	By ———— McCarty.....	7	84
9	By Chas. Tennel.....	8	96
9	By L. Hobart.....	6	72
9	By Jno. Cavanaugh.....	5	72
9	By Brown Irvin.....	5	60
9	By Jno. Cooper.....	5	60
9	By Y. Cullahan.....	5	60
9	By H. Cullahan.....	7	84
9	By C. Chambers.....	7	84
9	By M. M. Lindsay.....	5	60
9	By Mrs. J. Barnes.....	4	48
9	By W. J. Barnes.....	6	72
9	By W. Pearson.....	11	132
9	By D. Brown.....	6	72
9	By B. Culp.....	8	96
9	By J. Culp.....	6	72
9	By J. Mosely.....	7	84
9	By M. McGee.....	5	60
9	By Rosa Davis.....	6	72
9	By Lee N. Davis.....	8	96

*Account of John H. Austin, &c.—Continued*

Date.	Name.	No. in family.	Pounds.
Sept. 9	By D. Davis .....	5	60
9	By Chas. Lanier .....	6	72
9	By W. Glover .....	7	84
14	By Abe Neville .....	4	48
14	By Benjamin Connor .....	5	60
14	By Albert Darwin .....	6	72
14	By Mr. J. Watkins .....	5	60
14	By H. Christian .....	4	48
14	By L. Gordon .....	6	72
14	By S. Baker .....	7	84
14	By R. Baker .....	8	96
14	By Bill Cate .....	8	96
14	By K. Rather .....	6	72
14	By T. Mathews .....	5	60
14	By A. Garth .....	4	48
14	By Wilson Garth .....	5	60
14	By William Ross .....	4	48
14	By Jack Baker .....	6	72
14	By Z. G. Smith .....	4	48
14	By A. Smith .....	7	84
14	By Frank Stinson .....	4	48
14	By J. Fisher .....	7	84
14	By Geo. James .....	8	96
14	By Sal. James .....	4	48
15	By S. McGee .....	5	60
15	By Rose Lee .....	6	72
15	By William McCrosky .....	6	72
15	By Wilson Roberts .....	7	84
15	By Geo. Brown .....	4	48
15	By B. McDonald .....	6	72
15	By Nelson Reedus .....	5	60
15	By Sam. McDonald .....	6	72
15	By S. Jenuings .....	5	60
15	By R. Chapman .....	6	72
16	By Hugh Connolly .....	7	84
16	By T. W. Thompson .....	4	48
16	By P. G. Clorady .....	6	72
16	By J. N. Orr .....	5	60
16	By R. Y. Woodall .....	6	72
16	By Rich'd Mosely .....	6	72
16	By S. Owen .....	5	60
16	By J. Milton .....	4	48
16	By Nathan Houston .....	6	72
16	By Jas. McCutcheon .....	7	84
16	By Lee Warren .....	6	72
16	By Thom. Walker .....	4	48
16	By Miles White .....	6	72
16	By Irvin Jamar .....	4	48
17	By A. E. Parkes .....	6	72
17	By A. D. Penly .....	4	48
17	By J. Stevenson .....	6	72
17	By Jasper Anderson .....	5	60
17	By Geo. Foster .....	6	72
17	By R. Sanders .....	9	108
17	By M. H. Sugg .....	6	72
17	By J. G. Freeman .....	5	60
17	By R. Bond .....	6	72
17	By B. H. Slander .....	4	48
17	By Vincent Healy .....	7	84
17	By T. W. Anderson .....	6	72
17	By J. McNary .....	6	72
17	By Rob't Hutcherson .....	5	60
17	By Jas. Dorsey .....	6	72

*Account of John H. Austin, Jr.—Continued.*

Date.	Name.	No. in family.	Pounds.
Sept. 17	By Jno. Baker .....	10	120
17	By Sol. Lawson .....	5	60
17	By Jno. Kane .....	6	72
19	By J. Taylor .....	7	84
19	By Francis Davis .....	4	48
19	By J. M. Bond .....	6	72
19	By Wm. Gill .....	6	72
19	By D. Crow .....	6	72
19	By C. Nesmith .....	5	60
19	By S. Daniel .....	7	84
19	By M. Jackson .....	8	96
19	By R. Johnson .....	7	84
19	By S. Tidwell .....	8	96
19	By Josh Madin .....	6	72
19	By H. H. Bynum .....	6	72
19	By F. Crow .....	7	84
19	By M. E. Todd .....	5	60
19	By M. M. Todd .....	4	48
21	By Sallie Williams .....	7	84
21	By Jacob Bradford .....	6	72
21	By Thos. Terry .....	8	96
21	By Sam. Sandifer .....	7	84
21	By C. Sandifer .....	6	72
21	By Jacob Hamilton .....	8	96
21	By Milon Foster .....	5	60
21	By Caroline May .....	7	84
21	By Virginia Mosely .....	14	168
21	By Cinthia Wallace .....	5	60
21	By Annie Rice .....	7	84
21	By S. Bradford .....	6	72
21	By May Sills .....	7	84
21	By S. Jordan .....	5	60
21	By Eliza Harris .....	7	84
21	By Aggie Carter .....	7	84
22	By P. Smith .....	7	84
22	By Reuben Harris .....	8	96
22	By Richard Lewis .....	5	60
22	By Richard Mosely .....	9	108
22	By Thomas Garth .....	6	72
22	By Samuel Simpson .....	5	60
22	By John Fountain .....	8	96
22	By George Honeycomb .....	7	84
22	By Agnes McDaniel .....	5	60
22	By Matilda Jones .....	4	48
22	By John Landers .....	6	72
22	By Joe Landers .....	7	84
23	By Bettie Higgins .....	8	96
23	By C. Sandifer .....	6	72
23	By Jane Cobb .....	5	60
23	By M. Lyons .....	6	72
23	By Ellen Duncan .....	7	84
23	By Marion Gray .....	6	72
23	By Mrs. M. Taney .....	5	60
23	By Kate Mynor .....	7	84
23	By Daniel Taney .....	6	72
23	By James Malley .....	5	60
23	By Rebecca Jordan .....	8	96
23	By Simson Willis .....	6	72
23	By Jacob Cross .....	4	48
23	By James Bibb .....	8	96
23	By Sallie Toby .....	5	60
23	By Dilsey Carter .....	6	72
23	By Alice Nelson .....	7	84

*Account of John H. Austin, fco.—Continued.*

Date.	Name.	No. in family.	Pounds.
Sept. 23	By Toney Mosely .....	12	144
26	By James Lewis .....	5	60
26	By Martha Lynch .....	6	72
26	By George Beadle .....	4	48
26	By Jimmy Ragan .....	7	84
26	By Delaney Bond .....	6	72
26	By R. Patton .....	7	84
26	By Amanda Brown .....	4	48
26	By Matilda Jones .....	6	72
26	By V. Camp .....	7	84
26	By J. Humphrey .....	6	72
26	By D. Roper .....	7	84
26	By M. Collier .....	5	60
26	By Elisha Young .....	5	60
26	By H. Blackwell .....	7	84
26	By C. Hodges .....	6	72
26	By Daniel Rice .....	5	60
26	By R. Lawrence .....	7	84
26	By F. Perkins .....	4	48
28	By Eliza Bibb .....	4	48
28	By Tony Langford .....	4	48
28	By V. Draper .....	7	84
28	By Hugh Graham .....	6	72
28	By C. Bently .....	5	60
28	By F. Carter .....	7	84
28	By James Simpson .....	9	108
28	By Ad. Patton .....	4	48
28	By Morgan Johnson .....	6	72
28	By M. Morgan .....	3	36
28	By C. Moxley .....	4	48
28	By Ed. Blacketer .....	4	48
28	By M. Gibson .....	7	84
28	By Ann Barrett .....	6	72
29	By M. Harris .....	4	48
29	By Ed. Gibson .....	5	60
29	By L. Watkins .....	8	96
29	By Jane Miller .....	6	72
29	By V. Crawford .....	7	84
29	By Benjamin Strong .....	5	60
29	By Sam Ellwood .....	4	48
29	By William Truitt .....	3	36
29	By Luke Barnett .....	7	84
29	By Brutus Barnett .....	5	60
29	By S. Jacobs .....	8	96
29	By A. Horton .....	6	72
29	By Irvin Simpson .....	7	84
29	By R. Bradford .....	6	72
30	By A. M. Welch .....	5	60
30	By J. M. Crow .....	6	72
30	By T. R. Smith .....	8	96
30	By M. Phillips .....	7	84
30	By J. W. Moore .....	4	48
30	By M. A. Berry .....	3	36
30	By J. S. Moore .....	7	84
30	By J. R. Moore .....	6	72
30	By T. Thompson .....	8	96
30	By J. H. Berry .....	4	48
30	By F. Bruce .....	7	84
30	By James Vann .....	5	60
30	By J. M. Dorwin .....	6	72
30	By H. Bynum .....	7	84
30	By F. Hanby .....	4	48
Oct. 1	By R. J. Martin .....	7	84

*Account of John H. Austin, &c.—Continued.*

Date.	Name.	No. in family.	Pounds.
Oct. 1	By John Johnson.....	7	56
1	By D. Houston.....	6	48
1	By H. Scott.....	4	32
1	By J. A. Sevier.....	7	56
1	By R. Hackgood.....	5	40
1	By D. Hicks.....	4	32
1	By J. Simpson.....	7	56
1	By P. Powell.....	5	40
1	By James Moore.....	7	56
1	By R. Puckett.....	6	48
1	By Thomas Irvin.....	5	40
1	By J. G. Gibson.....	7	56
1	By W. C. Johnson.....	4	32
1	By C. W. Cranshaw.....	5	40
1	By J. C. Tyler.....	8	64
1	By J. M. Donnell.....	7	56
1	By J. Hamilton.....	4	32
1	By A. Nelson.....	8	64
1	By D. Patton.....	7	56
1	By H. House.....	5	40
1	By Adam Ford.....	7	56
5	By Turner Sykes.....	8	64
5	By W. A. Torrence.....	5	40
5	By George Garth.....	5	40
5	By A. Aldnessa.....	4	32
5	By H. Slanton.....	8	64
5	By Joe Darden.....	9	72
5	By Wade McClusky.....	6	48
5	By W. Parker.....	10	80
5	By Mary Dodson.....	5	40
5	By Gabe Lowe.....	6	48
5	By Henderson Clarke.....	6	48
5	By J. Scruggs.....	7	56
5	By H. Baker.....	6	48
6	By W. Baker.....	5	40
6	By J. Fogg.....	7	56
6	By F. Freeman.....	8	64
6	By R. Ford.....	5	40
6	By W. Crow.....	3	24
6	By John Rodgers.....	7	56
6	By J. Johnson.....	5	40
6	By D. Ellis.....	7	56
7	By A. Hodges.....	8	64
7	By Eliza Burt.....	6	48
15	By 2 casks sent Judge John Brown, probate judge of Walker County.....		2, 178
	.....		

JNO. H. AUSTIN,  
Agent.

I certify that the within is a true copy of original.

CHAS. J. ATKINSON,  
Recording Secretary to Governor of Alabama.



WAR DEPARTMENT,  
OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
Washington, D. C., June 27, 1874.

**CAPTAIN:** Congress at its late session passed a law authorizing the issue of rations to the sufferers by overflow on the Lower Mississippi, Tombigbee, Warrior, and Alabama Rivers. A copy of the law will be sent you.

Two of the delegation to Congress from Alabama have asked that the law be carried into effect in the State of Alabama.

The Secretary of War desires that the wording of the law be strictly adhered to in all its parts, and more particularly that portion in relation to the class of destitutes to which the law applies, viz, actual and pressing cases of destitution directly caused by overflow of the above-named rivers.

A telegram has been this day sent you, directing you to communicate with the governor of Alabama in regard to this matter.

The two Congressmen who have made the application for the aid under the law have stated that bacon only would be needed.

In order that these destitute people may secure the full benefit of the law in this case, it is proposed to deliver to the agent for the State of Alabama the stores at Mobile, and to enable you to carry out this intention, you will please make arrangements, in making your purchases, to have the seller deliver the stores at Mobile.

To the end that this whole subject may be thoroughly understood, you will please cause Captain Gentry to proceed to Alabama and examine into the necessity for the gratuitous issue of food and all the circumstances connected therewith, in order that the reports which the law requires may be duly made.

You will be governed in conducting these issues by the general instructions given you in the matter of issues heretofore made.

Very respectfully, your obedient servant,

A. E. SHIRAS,  
*Commissary-General Subsistence.*

**N. B.**—The law authorizes the use of appropriations previously made for the sufferers by the overflow of the Mississippi, to the sufferers on the Tombigbee, Warrior, and Alabama Rivers.

A. E. SHIRAS,  
*Commissary-General Subsistence.*

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[Telegram.]

WAR DEPARTMENT,  
OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
Washington, D. C., August 6, 1874.

Capt. T. C. SULLIVAN,

*Commissary Subsistence, U. S. A., New Orleans, La.:*

Please communicate again with the governor of Alabama.

Conform strictly with the law.

A. E. SHIRAS,  
*Commissary-General Subsistence.*

[Telegram.]

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
*Washington City, September 1, 1874.*

Capt. T. C. SULLIVAN,  
*Commissary Subsistence, New Orleans, La.:*

Complaints are made that rations are being issued at and around Montgomery, Ala., for political purposes, to people who are not sufferers from overflow.

Send Captain Gentry to investigate the matter.

A. E. SHIRAS,  
*Commissary-General Subsistence.*

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[Telegram.]

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
*Washington City, September 1, 1874.*

Capt. T. C. SULLIVAN,  
*Commissary Subsistence, New Orleans, La.:*

Report by telegraph total amount of bacon issued to Alabama.

A. E. SHIRAS,  
*Commissary-General Subsistence.*

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[Telegram.]

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
*Washington City, September 2, 1874.*

Col. W. T. GENTRY, U. S. A.,  
*Montgomery, Ala.:*

Report your arrival at Montgomery, and do not leave there without first communicating with this office.

A. E. SHIRAS,  
*Commissary-General Subsistence.*

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[Telegram.]

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
*Washington City, September 3, 1874.*

Col. W. T. GENTRY, U. S. A.,  
*Montgomery, Ala.:*

It is desired that you ascertain all the facts in relation to the issue of rations sent to Montgomery, and if any rations are yet to be issued you should be very particular to advise the agents in charge of the same to give them out with the greatest care and only to people distressed by the overflow.

Having attended to the above, you can return to New Orleans and report your action to this office.

A. E. SHIRAS,  
*Commissary-General Subsistence.*

FORKLAND, ALA., *September 6, 1874.*

DEAR SIR: In accordance with my instructions I herewith submit to you a report of the manner in which I, as the agent of the United States Government for the county of Greene, have distributed the rations of meat (I having received nothing else to issue) donated by the Government to the needy and suffering occasioned by the overflow of Bigbee and Warrior Rivers.

The quantity given to me by J. W. Dereen, the distributing agent at Demopolis, was 5,982 pounds, which was contained in five hogsheads. I paid the expenses of hauling and ferriage, which amounted to the sum of \$30. The balance was issued as per statement herein below rendered.

I am, yours truly,

JOHN R. WITHERSPOON

His Excellency D. P. LEWIS,  
*Montgomery, Ala.*

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*Statement of J. R. Witherspoon, Government agent for the county of Greene to distribute rations to the suffering caused by overflow of the Bigbee and Warrior Rivers.*

DR.

To amount of meat received from J. W. Dereen, distributing agent at Demopolis, pounds..... 5, 982

CR.

Rations issued to 1,081 persons, at the rate of 5 pounds per head, pounds.....	5, 405
To number of pounds sent to Mr. S. C. Brown at Trussell's Ferry for distribution in that section of country.....	145
To number of pounds sent to Mr. W. S. Bird for distribution near Eutaw and Stephens Bluff .....	100
To expenses of hauling, handling, and ferriage of same from Demopolis to Forkland, \$30, paid for in meat at 12½ per pound .....	240
To number of pounds paid self for services.....	92
	<hr/> 5, 982

Some of the meat may have been issued to persons not entitled to receive. I could not, in every case, say that I did issue exactly right; but I have done the best I could. The foregoing is correct, to the best of my knowledge and belief.

Yours, respectfully,

JNO. R. WITHERSPOON:

I certify that the within is a true copy of the original.

CHAS. J. ATKINSON,  
*Recording Secretary to Governor.*

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CONTRACTS OF THE WAR DEPARTMENT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

*In compliance with the act of April 21, 1808, a statement of contracts made by the various Bureaus of the War Department on behalf of the United States during the year 1874.*

JANUARY 19, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT, *January 18, 1875.*

The Secretary of War has the honor to submit to the United States Senate and House of Representatives, in compliance with the act of Congress approved April 21, 1808, a statement of contracts made by the various Bureaus of the War Department, on behalf of the United States, during the year 1874.

WM. W. BELKNAP,  
*Secretary of War.*

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL-OFFICER,  
DIVISION OF TELEGRAMS AND REPORTS  
FOR THE BENEFIT OF COMMERCE,  
*Washington, D. C., January 11, 1875.*

SIR: In pursuance of an act of Congress, approved April 21, 1808, requiring statements to be made each year of contracts entered into during the year previous, I have the honor to report, that during the year 1874 no contracts have been made by this Office.

Very respectfully, your obedient servant,

ALBERT J. MYER,  
*Brig. Gen., (Bvt. Asagd.,) Chief Signal-Officer of the Army.*  
The Hon. the SECRETARY OF WAR,  
*Washington, D. C.*

WAR DEPARTMENT, QUARTERMASTER-GENERAL'S OFFICE,  
*Washington, D. C., January 6, 1875.*

SIR: In accordance with acts of Congress approved, respectively, April 21, 1808, and July 17, 1862, I have the honor to transmit herewith a statement of contracts made by the Quartermaster's Department and filed in this Office during the year ending December 31, 1874.

Very respectfully, you obedient servant,

M. C. MEIGS,  
*Quartermaster-General United States Army.*  
The Hon. the SECRETARY OF WAR.

## CONTRACTS OF THE WAR DEPARTMENT.

*Abstract of contracts made by the Quartermaster's Department during the year ending December 31, 1874, and those made prior thereto, but not received in time to be included in the last report.*

No.	Place and date.	Parties.	Nature of contract.	Bond.
1	Fort Harrison, Va.....	Capt. A. J. McGonnigle with A. W. Sweeney	Construction of brick wall at national cemetery, at \$3.76 per linear foot.	\$2,000
2	White Hall, Pa.....	do	For construction of brick wall at national cemetery, at \$3.92 per linear foot.	1,800
3	Fredericksburgh, Va.....	Capt. A. J. McGonnigle with G. W. Wraton	For construction of brick wall at national cemetery, at \$3.64 per linear foot.	4,000
4	Culpeper, Va.....	Capt. A. J. McGonnigle with S. S. Proctor	For construction of brick wall at national cemetery, at \$3.12 per linear foot.	3,500
5	Vicksburgh, Miss.....	Capt. A. J. McGonnigle with F. Weising	For construction of brick wall at national cemetery, at \$2.50 per linear foot.	10,000
6	Chalmette, (New Orleans.)	Capt. A. J. McGonnigle with Burton & Seymour	For construction of brick wall at national cemetery, at \$3.35 per linear foot.	9,000
7	Fort Smith, Ark.....	Capt. A. J. McGonnigle with Leflar & McLeod	For construction of brick wall at national cemetery, at \$2.75 per linear foot.	3,000
8	Payetteville, Ark.....	Capt. A. J. McGonnigle with Kelton & Vest	For construction of brick wall at national cemetery, at \$2.95 per linear foot.	3,000
9	Baton Rouge, La.....	Capt. A. J. McGonnigle with A. W. Sweeney	For construction of brick wall at national cemetery, at \$3.68 per linear foot.	5,000
10	Baton Hudson, La.....	do	For construction of brick wall at national cemetery, at \$3.95 per linear foot.	5,000
11	Knoxville, Tenn.....	Capt. A. J. McGonnigle with Beardon & Paterson	For constructing superintendent's lodge at national cemetery, at \$4.450	2,500
12	Fayetteville, Ark.....	Capt. A. J. McGonnigle with Kelton & Vest	For constructing superintendent's lodge at national cemetery, at \$3,649.	9,000
13	Winchester, Va.....	Capt. A. J. McGonnigle with T. Smith	For repairing wall of national cemetery, at \$2,522.40	1,500
14	Petersburgh, Va.....	Capt. A. J. McGonnigle with R. F. Childrey	For constructing brick wall at national cemetery, at \$2.70 per foot.	3,000
15	West Hill, (Madison, Wis.)	Capt. A. J. McGonnigle with J. M. Bowman	For iron railing around soldiers' lot in cemetery, at \$1.50 per linear foot	1,000
16	Fort Gibson, Ind. T.....	Lieut. Col. S. B. Holabird with W. Percival	For 141,000 pounds of oats, at 57½ cents per bushel	500
17	do	do	For 253,340 pounds of corn, at 60 cents per bushel	1,000
18	Department of Texas.....	do	For transportation from Austin to Fort McKavett, at \$2.30 per 100 pounds, until needed.	5,000
19	Tampa, Fla.....	Lieut. Col. H. C. Ransom with J. McKay, sr	For keeping Government wharf and warehouse in repair, for use of same, until needed.	.....
20	Fort Stockton, Tex.....	Lieut. Col. S. B. Holabird with P. Gallagher	For lease of Fort Stockton and post-garden, at \$600 and \$200 per annum, respectively.	.....
21	Fort Griffin, Tex.....	Lieut. Col. S. B. Holabird with J. W. Dowdathan	For 36,000 pounds of corn, at \$2.17 per bushel	7,000
22	Vicksburgh, Miss.....	Lieut. J. O. Shelby with P. H. McKanna	For building brick office at national cemetery, at \$994	1,000
23	North Platte, Neb.....	Capt. A. J. Perry with E. P. Snow	For 230 tons of coal at \$9.20 per ton	1,000
24	Sidney barracks, Neb.....	do	For 230 tons of coal, at \$9.20 per ton	1,000
25	Fort D. A. Russell, Wash.	do	For 230 tons of coal, at \$8.65 per ton	5,000
26	Chesapeake Depot, Wash.	do	For 230 tons of coal, at \$8.13 per ton	1,000
27	Fort Sanders, Wyo.....	do	For 100 tons of coal, at \$8.35 per ton	2,000
28	Fort Bridger, Wyo.....	do	For 715 tons of coal, at \$10.80 per ton	2,000
29	Camp Douglas, Utah.....	do	For 2,000 tons of coal, at \$10.50 per ton	5,000

No.	Port of Origin, State, or Territory.	Date.	Contractor.	Description of Goods.	Quantity.
30	Port of New Orleans, La.	July 10, 1873	Lieut. Col. H. C. Hanson with Loomis & Mfg.	For 400 tons of coal, at \$7.50 per ton.	9,000
31	Jackman, Me.	April 10, 1873	Same as above.	For lease of site (in part) of Jackman, Me., at \$75 per month.	9,000
32	Little Rock, Ark.	Apr. 10, 1873	Capt. W. H. C. Hughes with J. A. Everett.	For 400 cords of wood, at \$9.50 per cord.	1,000
33	New Orleans, La.	Nov. 28, 1873	Same as above.	For oats as required, at \$1.70 per 100 pounds.	10,000
34	do	Nov. 28, 1873	Same as above.	For hay, as required, at \$28.95 per ton.	2,250
35	Fort Wood, New York Harbor.	Nov. 28, 1873	Lieut. Col. R. O. Tyler with J. D. Leary.	For repair of quartermaster's dock, at \$2,895.	1,500
36	Fort Abercrombie, Dak.	Sept. 24, 1873	Major B. C. Card with N. P. Clark.	For 2,500 bushels of corn, at 95 cents per bushel.	3,000
37	Johnson, Minn.	Dec. 18, 1873	Major H. C. Hodges with F. S. Hunt.	For lease of site, (in part), at \$53.33 per month.	2,500
38	Brownsville, Tex.	Dec. 23, 1873	Capt. A. J. McDonough with S. W. Brooks.	For brick lodge at national cemetery, at \$1,355.82.	50,000
39	National cemeteries.	Dec. 31, 1873	Capt. A. J. McDonough with De Witt C. Sage.	For headstones (blocks) at national cemeteries, at \$2.42 each.	35,000
40	do	Dec. 31, 1873	Capt. A. J. McDonough with G. S. Jones.	For headstones (slabs) at national cemeteries, at \$1.39 each.	35,000
41	do	Dec. 31, 1873	Capt. A. J. McDonough with T. P. Bridges.	For headstones (slabs) at national cemeteries, at \$1.36 each.	35,000
42	do	Dec. 31, 1873	Capt. A. J. McDonough with S. G. Morgan.	For headstones (slabs) at national cemeteries, at \$1.40 each.	35,000
43	Fredricksburg, Va.	Dec. 31, 1873	Capt. A. J. McDonough with E. P. Delorty.	For headstones (slabs), at \$1.95 each; (blocks), at \$1.50 each.	5,000
44	Department of the Plate.	Dec. 31, 1873	Major A. J. Perry with Durant & Cutting.	For transportation from Utah Southern Railroad to post of Beaver, Utah, at \$1.25 per 100 pounds per 100 miles.	5,000
45	Omaha Depot, Nebr.	Jan. 17, 1874	Major A. J. Perry with J. M. Thayer.	For 1,000,000 pounds of oats, at 63 cents per bushel.	4,000
46	Newberry, S. C.	Jan. 1, 1874	Lieut. Col. James A. Ekin with McFall & Pool.	For lease of officers' quarters, at \$30 per month.	4,000
47	do	Jan. 1, 1874	Lieut. Col. James A. Ekin with W. Langford.	For lease of post headquarters, Sec. at \$50 per month.	4,000
48	Boston Harbor, Mass.	Feb. 11, 1874	Capt. A. P. Blunt with W. G. Loring.	For running, United States steamer General Humphreys, at \$150 per month.	4,000
49	Dodge City, Kans.	Feb. 3, 1874	Col. S. Van Vleet with A. B. Havens.	For 215,000 pounds of oats, at \$2.13 per 100 pounds.	1,500
50	do	Feb. 3, 1874	Col. S. Van Vleet with S. G. Bridges.	For 500,000 pounds of corn, at \$1.70 per 100 pounds.	3,000
51	do	Feb. 3, 1874	Col. S. Van Vleet with S. Dolman.	For 500,000 pounds of corn, at \$1.69 per 100 pounds.	3,000
52	Railroad station nearest Fort Larned, Kans.	Feb. 4, 1874	Col. S. Van Vleet with D. A. Bright.	For 100,000 pounds of corn, at \$1.29 per 100 pounds.	500
53	Washington, D. C.	Feb. 24, 1874	Major William Myers with George W. Riggs.	For lease of house corner of Fifteenth and G streets, at \$17,000 per annum.	1,000
54	Omaha Depot, Nebr.	Jan. 17, 1874	Major A. J. Perry with William T. Sweeney.	For 24,000 pounds of corn, at 60 cents per bushel.	1,000
55	do	Jan. 17, 1874	Major A. J. Perry with A. W. Clarke.	For 5,000 bushels of corn, at 71 1/2 cents per bushel.	1,000
56	do	Jan. 17, 1874	Major A. J. Perry with J. W. Arnold.	For 14,000 bushels of corn, at 73 1/2 cents per bushel.	3,000
57	do	Jan. 17, 1874	Major A. J. Perry with C. W. Lyman.	For 21,000 bushels of corn, at 73 1/2 cents per bushel.	4,000
58	Fort Leavenworth, Kans.	Jan. 6, 1874	Col. S. Van Vleet with L. Wilson.	For cultivation of Government farms, at one-sixth the products.	3,000
59	Chicago, Ill.	Mar. 11, 1874	Capt. James Gillies with Union Building Association of Chicago.	For lease of premises for Headquarters Military Division of the Missouri, at \$300 per month.	3,000
60	do	Apr. 8, 1874	Capt. James Gillies with Ed. Ely.	For lease of storehouse and offices, at \$300 per month.	3,000
61	Washington, D. C.	Mar. 31, 1874	Major William Myers with M. Lotimer.	For lease of building, at \$125 per month.	5,000
62	Department of Dakota.	Feb. 25, 1874	Major B. C. Card with N. W. Kittson.	For transportation over Red River of the North, at schedule-rates.	30,000
63	do	Feb. 25, 1874	Major B. C. Card with E. T. Winston.	For transportation over Route No. 4, at schedule rates.	100,000
64	Missouri River	Mar. 14, 1874	Col. D. H. Rucker with S. B. Coulson.	For transportation on the Missouri River, at schedule rates.	100,000
65	do	Mar. 14, 1874	do	do	100,000
66	Fort Leavenworth, Kans.	Apr. 8, 1874	Major J. J. Dana with A. Wilson.	For erection of stone house at national cemetery, at \$1,375.	2,000
67	West Point, N. Y.	Mar. 20, 1874	Lieut. J. M. Marshall with Vroman, Conover & Co.	For 250 tons of hay, at \$26.50 per ton; 65 tons of straw, at \$19 per ton; 5 tons of shavings, at \$32 per ton.	2,673
68	do	Mar. 20, 1874	Lieut. J. M. Marshall with C. B. Bishop.	For 12,000 bushels of oats, at 66 cents per bushel; 7 tons of middlings, at \$36 per ton.	2,724
69	Montana Territory	Feb. 23, 1874	Major B. C. Card with E. G. Macley.	For transportation, route in Montana, at schedule-rates.	38,000
70	Colorado Territory	Apr. 24, 1874	Col. S. Van Vleet with Kansas Pacific Railway Company.	For transportation, at schedule-rates.	25,000

## CONTRACTS OF THE WAR DEPARTMENT.

*Abstract of contracts made by the Quartermaster's Department, &c.—Continued.*

No.	Place and date.	Parties.	Nature of contract.	Bond.	
71	Angel Island, Cal.	May 20, 1874	Lieut. Col. A. R. Eddy with Pacific Commercial Company.	For hard wood, as required, at \$8.75 per cord.	\$700
72	San Francisco, Cal.	May 20, 1874	Lieut. Col. A. R. Eddy with Bennett & Page.	For oats, as required, at \$1.70 (coin) per 100 pounds; oat-hay, as required, at 90 cents (coin) per 100 pounds.	5,000
73	Presidio, (San Francisco), Cal.	May 20, 1874	do	For oat-hay, as required, at 90 cents (coin) per 100 pounds.	
74	San Francisco, Cal.	May 20, 1874	Lieut. Col. A. R. Eddy with John A. Smith.	For drairage, as required, at schedule-rates.	5,000
75	do	May 20, 1874	Lieut. Col. A. R. Eddy with Nicholas Bruns.	For 325 cords of hard wood, at \$10.39 (coin) per cord; 566,400 pounds of coal, at \$4.53 (coin) per 1,000 pounds.	16,800
76	Point San José, Cal.	May 20, 1874	do	For 1,100 cords of hard wood, at \$8.39 (coin) per cord; 2,400,000 pounds of coal, at \$4.53 (coin) per 1,000 pounds.	
76	Presidio, (San Francisco), Cal.	May 20, 1874	do	For 870,000 pounds of coal, at \$4.53 (coin) per 1,000 pounds; 95,000 pounds of oats, at \$15.30 (coin) per 1,000 pounds.	
76	Angel Island, Cal.	May 20, 1874	do	For 300 cords of hard wood, at \$8.39 (coin) per cord; 1,530,000 pounds of coal, at \$4.53 (coin) per 1,000 pounds.	
76	Alcatraz Island, Cal.	May 20, 1874	do	For 605,000 pounds of oats, at \$17.50 (coin) per 1,000 pounds.	
76	Presidio, (San Francisco), Cal.	May 20, 1874	do	For 26,000 pounds of oats, at \$14.90 (coin) per 1,000 pounds.	
76	Alcatraz Island, Cal.	May 20, 1874	do	For 2,500,000 of coal, at \$3.79 (coin) per 1,000 pounds.	2,500
77	San Francisco, Cal.	May 20, 1874	Lieut. Col. A. R. Eddy with Geo. R. Vernon.	For 150,000 pounds of straw, at \$5.50 (coin) per 1,000 pounds.	1,500
78	Point San José, Cal.	May 20, 1874	do	For 50,000 pounds of oats, at \$15.50 (coin) per 1,000 pounds; 57,000 pounds of hay, at \$9.35 (coin) per 1,000 pounds; 17,000 pounds of straw, at \$5.50 (coin) per 1,000 pounds.	
78	Presidio, (San Francisco), Cal.		do	For 225,000 pounds of straw, at \$5.50 (coin) per 1,000 pounds.	
78	Angel Island, Cal.		do	For 60,000 pounds of straw, at \$6 (coin) per 1,000 pounds; 133,000 pounds of hay, at \$9.57½ (coin) per 1,000 pounds.	
78	Alcatraz Island, Cal.		do	For 31,000 pounds of hay, at \$9.57½ (coin) per 1,000 pounds; 50,000 pounds of straw, at \$6 (coin) per 1,000 pounds.	
79	Department of Missouri, Fort Quitman, Tex.	May 14, 1874	Col. S. Van Vleet with E. B. Allen.	For transportation over route No. 2, at schedule-rates.	50,000
80	do	June 1, 1874	Lieut. Col. S. B. Holabird with George H. Abbott.	For mesquite or oak wood, 210 cords, at \$3.95 per cord.	500
81	do	June 1, 1874	do	For 66 tons of hay, at \$9.50 per ton.	500
82	Fort Scott, Kans.	June 9, 1874	Maj. J. J. Dana with F. S. Boice.	For construction of brick lodge, at \$3,425.	2,000
83	Detroit, Michigan	June 16, 1874	Lieut. Col. Rufus Saxton with J. Burns.	For lease of one room in Burns Building, at \$350 per annum.	
84	Chicago, Ill.	June 8, 1874	Capt. James Gilliss with Hilger, Jenkins & Keizer.	For lease of stable Nos. 618 and 620 Wabash avenue, at \$125 per month.	
85	Jeffersonville, Ind.	Mar. 20, 1874	Lieut. Col. James A. Ekin with A. and G. Applegate.	For hauling at depot, as required, at schedule-rates.	
86	Washington, D. C.	July 31, 1874	Maj. George Bell with Margaret Aymler.	For lease of second and third stories of No. 1700 Pennsylvania avenue, at \$150 per month.	
87	do	June 30, 1874	Maj. Wm. Myers with Frank Hollingshead.	For transportation between Washington, D. C., and Fort Foote and Washington, Md., at schedule-rates.	1,000



Washington, D. C., and other places, D. C., Fort Whipple, Va.	Contract No.	Date	Contractor	Material & Item	Quantity	Unit	Price
Washington, D. C.	80	Aug. 13, 1874	Maj. George Bell with Hunt & Co.	For pine wood, (in stacks,) as required, at 40 per cord; blue wood, (sawed and split,) as required, at \$4.00 per cord; oak wood, (in stacks,) as required, at \$7.50 per cord; white-oak coal, as required, at \$7.70 per ton; red ash coal, as required, at \$8.40 per ton; Lykens Valley coal, as required, at \$8.40 per ton; bituminous coal, as required, at \$6.50 per ton.	20,000	ton	
Soldiers Home, D. C.	81	Aug. 13, 1874	do	For hay, as required, at 1.50 cents per pound.	5,000	ton	
Georgetown, D. C.	82	Aug. 13, 1874	do	For hay, as required, at 1.50 cents per pound.	200	ton	
Fort Whipple, Va.	83	Aug. 13, 1874	Col. L. C. Easton with Wm. Alimendinger	For 500,000 pounds of hay, at \$1.50 per 100 pounds.	2,000	ton	
Philadelphia, Pa.	84	July 6, 1874	Col. Rufus Ingalls with J. Romain Brown	For lease of premises Nos. 143 and 145 West Thirty-third street, at \$2,000 per annum.	5,000	ton	
New York City	85	Aug. 28, 1874	Col. Rufus Ingalls with Composite Iron Works Company	For iron bunks, 2,000, at \$4.50 each, and 900 sets iron slats, at \$1 per set.	1,500	ton	
do	86	Sept. 31, 1874	do	For 4,380 pounds of corn, at \$1 per bushel, and 4,380 pounds of oats, at 70 cents per bushel.	2,500	ton	
Kennebec arsenal, Me	87	Aug. 10, 1874	Maj. J. M. Whittemore with Parrott & Chase	For 1,050 cords of hard wood, at \$2.40 per cord.	2,500	ton	
Ringgold barracks	88	June 19, 1874	Lieut. Col. S. B. Holabird with Theodore L. Reeves	For 250 tons of hay, at \$16.50 per ton.	2,500	ton	
do	89	June 19, 1874	do	For 1,200 bushels of charcoal, at 21 cents per bushel.	2,500	ton	
San Antonio, Tex	90	June 18, 1874	Lieut. Col. S. B. Holabird with Eli Cole and George Crosson	For 11,875 bushels of corn, at \$1.33 1/4 per bushel.	8,000	ton	
Rock Island arsenal, Ill	91	July 1, 1874	Lieut. A. L. Varney with James S. Gilmore	For oats, as required, at 40 cents per bushel; hay, as required, at \$12 per ton, and straw, as required, at \$10 per ton.	2,400	ton	
New York, N. Y.	92	June 28, 1874	Col. Rufus Ingalls with New York Safety Steam-Power Company	For one steam-launch, at \$3,500.	2,500	ton	
do	93	June 28, 1874	Lieut. Col. James A. Ekin with William Johnson	For anthracite coal, as required, at \$2.50 per ton; oak wood, as required, at \$7 per cord.	600	ton	
Charleston, S. C.	94	July 1, 1874	Lieut. Col. James A. Ekin with Pitcher & McCobb	For straw, (baled,) as required, at \$38 per ton.	2,000	ton	
do	95	July 1, 1874	Lieut. Col. James A. Ekin with Geo. F. Clark	For oats, as required, at 72 cents per bushel.	1,000	ton	
Savannah, Ga.	96	July 1, 1874	do	For oats, as required, at 75 cents per bushel; hay, as required, at \$33 per ton.	3,000	ton	
Louisville, Ky.	97	do	Lieut. Col. James A. Ekin with John M. Kinloch	For straw, as required, at \$13 per ton.	1,000	ton	
Charleston, S. C.	98	July 1, 1874	Lieut. Col. James A. Ekin with Smith, Sturgeon & Co.	For transportation of public property, except wood, coal, and lumber, at 40 cents per 1,000 pounds.	2,000	ton	
Charleston, S. C.	99	do	do	For oats, as required, at 69 1/2 cents per bushel; straw, as required, at \$25.50 per ton.	1,000	ton	
Chattanooga, Tenn.	100	do	do	For oats, as required, at 72 cents per bushel.	3,000	ton	
Columbia, S. C.	101	do	do	For oats, as required, at 63 cents per bushel.	1,000	ton	
Humboldt, Tenn.	102	do	do	For oats, as required, at 75 cents per bushel.	1,000	ton	
Huntsville, Ala.	103	do	do	For corn, as required, at \$1.05 per bushel.	1,000	ton	
Louisville, Ky.	104	do	do	For corn, as required, at \$1.10 per bushel; oats, as required, at 70 cents per bushel.	1,000	ton	
Lebanon, Ky.	105	do	do	For corn, as required, at 85 cents per bushel; oats, as required, at 55 cents per bushel.	1,000	ton	
Lancaster, Ky.	106	do	do	For oats, as required, at 62 cents per bushel.	1,000	ton	
Mount Vernon, Ala.	107	do	do	For oats, as required, at 65 cents per bushel.	1,000	ton	
do	108	do	do	For straw, as required, at \$35 per ton.	1,000	ton	

## Abstract of contracts made by the Quartermaster's Department, &amp;c.—Continued.

No.	Place and date.	Parties.	Nature of contract.	Bond.
105	Nashville, Tenn.	Lieut. Col. James A. Ekin with Smith, Sturgeon & Co.	For corn, as required, at 90 cents per bushel; oats, as required, at 60 cents per bushel.	.....
106	Charleston, S. C.	Lieut. Col. James A. Ekin with S. C. Walker.	For hay, as required, at \$31.50 per ton.	.....
106	Chattanooga, Tenn.	do	For hay, as required, at \$27.50 per ton.	.....
106	Columbia, S. C.	do	For hay, as required, at \$32.50 per ton.	.....
106	Frankfort, Ky.	do	For oats, as required, at 63 cents per bushel.	.....
106	Humboldt, Tenn.	do	For oats, as required, at 67 cents per bushel; hay, as required, at \$36.50 per ton.	.....
106	Huntsville, Ala.	do	For hay, as required, at \$29.75 per ton.	.....
106	Mount Vernon, Ala.	do	For oats, as required, at 52 cents per bushel; hay, as required, at \$36.50 per ton.	.....
106	Raleigh, N. C.	do	For hay, as required, at \$35.50 per ton.	.....
106	Yorkville, S. C.	do	For oats, as required, at 90 cents per bushel; hay, as required, at \$40 per ton.	.....
107	Atlanta, Ga.	Lieut. Col. James A. Ekin with R. R. Connor & Co.	For hay, as required, at \$29.80 per ton.	\$1,500
107	Louisville, Ky.	do	For hay, as required, \$19.80 per ton.	.....
108	Atlanta, Ga.	Lieut. Col. James A. Ekin with N. L. Angier.	For wood, as required, at \$6.50 per cord.	2,000
109	Humboldt, Tenn.	Lieut. Col. James A. Ekin with J. M. Mitchell.	For wood, as required, at \$3 per cord; straw, as required, at \$34 per ton.	300
110	Huntsville, Ala.	Lieut. Col. James A. Ekin with John D. Vanderverter.	For loose straw, as required, at \$20 per ton; baled straw, as required, at \$21 per ton.	200
111	Lebanon, Ky.	Lieut. Col. James A. Ekin with J. W. Corley & Co.	For coal, as required, at \$4.50 per ton.	250
112	do	Lieut. Col. James A. Ekin with Ricketts & Hays.	For shelled corn, as required, at 75 cents per bushel; wood, as required, at \$27.74 per cord; hay, (baled,) as required, at \$18.75 per ton; hay, (loose,) as required, at \$16.75 per ton; straw, (baled,) as required, at \$14 per ton; straw, (loose,) as required, at \$11 per ton.	400
113	Lancaster, Ky.	Lieut. Col. James A. Ekin with William Sellers.	For wood, as required, at \$14.50 per cord; coal, as required, at \$6 per ton; hay, as required, at \$12 per ton.	600
114	Mount Vernon, Ala.	Lieut. Col. James A. Ekin with Cooper & Becker.	For wood, as required, at \$3.99 per cord.	200
115	Mobile, Ala.	Lieut. Col. James A. Ekin with A. C. Danner.	For wood, as required, at \$5 per cord.	100
116	Nashville, Tenn.	Lieut. Col. James A. Ekin with William Kiber.	For bituminous coal, as required, at 20 cents per bushel; hay, as required, at \$24.25 per ton; straw, as required, at \$18.50 per ton.	1,000
117	do	Lieut. Col. James A. Ekin with Madison, Stratton & Co.	For wood, as required, \$5 per cord.	1,000
118	Newberry, S. C.	Lieut. Col. James A. Ekin with J. Newton Fowles.	For wood, (pine, aspen, and cottonwood,) as required, at \$7.75 per cord.	500
119	Fort Bridger, Wyo.	Maj. A. J. Perry with W. A. Carter.	For hay, (in stacks,) as required, at \$21.19 per ton.	1,000
120	Fort Fetterman, Wyo.	Maj. A. J. Perry with Colin Hunter.	For wood, (two-thirds pine,) as required, at \$8.90 per cord.	3,000
121	do	Maj. A. J. Perry with Eugene R. Nichols.	For hay, (baled,) as required, at \$19 per cord.	4,000
122	Camp Douglas, Utah.	Maj. A. J. Perry with J. A. Hudnall.	For 2,220 cords of wood, at \$7.84 per cord.	1,000
123	Fort Laramie, Wyo.	Maj. A. J. Perry with Jules Ecoffey.	For 342 cords of wood, at \$5.30 per cord.	4,000
124	Pikesville at arsenal, Md.	Capt. W. J. Greallish with Wm. M. Yingling.	For 342 cords of wood, at \$5.30 per cord.	1,150

125	Midway Hall arsenal, Pa	Sept. 18, 1874	Col. L. C. Easton with Hunt & Bush	For 100,000 pairs of wooden stockings, at 30 cents per pair; 300,000 pairs of white, buckram, at 20 cents per pair.	30,000
126	do	Sept. 18, 1874	Col. L. C. Easton with Lewis Wharton & Co	For 2,000 yards dark blue cloth, at 27 cents per yard	60,000
127	do	Sept. 18, 1874	Col. L. C. Easton with J. Bernard Brinton	For 2,000 yards of wooden overalls, at 27 cents per pair	1,000
128	do	Sept. 19, 1874	Col. L. C. Easton with Richard Levick	For 400 pairs Artie overshoes, (buckle gaiters,) at \$2.30 per pair; 500 pairs Artie overshoes, (snow excluders,) at \$2.50 per pair.	25,000
129	do	Sept. 19, 1874	Col. L. C. Easton with John Mendell & Co	For 4,000 pairs buffalo overshoes, at \$2.50 per pair; 17,000 pairs machine brass-covered Army boots, at \$3.25 per pair; 60,000 pairs machine brass-covered Army boots, at \$2.75 per pair.	80,000
130	San Francisco, Cal	Sept. 22, 1874	Lieut. Col. A. R. Eddy with Donald McLenahan	For 14,000 Army woolen blankets, at \$4.05 each.	20,000
131	West Point, N. Y.	Sept. 25, 1874	Lieut. J. M. Marshall with John W. Hoffman	For 225 tons of timothy hay, at \$16 per ton.	1,350
132	do	Oct. 7, 1874	Lieut. J. M. Marshall with Charles B. Bishop	For 6 tons of band-trashed straw, at \$18 per ton.	9,500
133	Schenckville arsenal, Pa	Oct. 12, 1874	Col. L. C. Easton with Crummet & Haines	For 1,000 bushels of State oats, at 67 cents per bushel	1,000
134	do	Oct. 12, 1874	Col. L. C. Easton with F. Murat & Son	For 1,000 dozen scrubbing-brushes, at \$2.50 per dozen.	30,000
135	do	Oct. 12, 1874	Col. L. C. Easton with C. W. Walton & Co.	For 2,000 canvas-pail hats, at \$2.50 each.	5,000
136	do	Oct. 12, 1874	Col. L. C. Easton with Bent & Bush.	For 10,000 forage caps, at 74 cents each.	3,000
137	do	Oct. 12, 1874	Col. L. C. Easton with L. J. Phillips & Co.	For 10,800 uniform dress-caps, at 94 each; 5,500 helmets, at \$5.35 each; 25,000 forage-cap covers, at 15 cents each.	43,000
138	Baltimore, Md.	Oct. 12, 1874	Col. L. C. Easton with L. J. Phillips & Co.	For 10,000 forage-caps, at 75 cents each.	5,000
139	Baltimore, Md.	Jan. 1, 1874	Capt. V. P. Van Antwerp with John R. Kelso	For base of lot and premises, No. 31 South Sharp street, \$150 per month	5,000
140	Fort Duncan, Tex.	July 14, 1874	Lieut. Col. S. B. Holabird with James Callaghan	For 200,075 pounds of oats, at \$1.35 per bushel.	10,000
141	Fort McKavett, Tex.	July 14, 1874	Lieut. Col. S. B. Holabird with C. Breckman	For 43,955 pounds of shelled corn, at \$1.75 per bushel.	8,000
142	Fort Richardson, Tex.	July 14, 1874	Lieut. Col. S. B. Holabird with C. L. Dattoiler	For 823,557 pounds of shelled corn, at \$1.19 per bushel.	2,000
143	Fort Monroe, Va.	June 20, 1874	Capt. T. J. Eckerson with Robert J. Neely	For 103,070 pounds timothy hay, at \$25.50 per ton; 18,067 pounds corn, at 84 cents per bushel.	1,000
144	do	June 20, 1874	Capt. T. J. Eckerson with B. H. Claason	For 109,929 pounds rye-straw, (baled,) at \$21.90 per ton.	600
145	do	June 20, 1874	Capt. T. J. Eckerson with A. A. McCullough	For 365 cords of wood, (pine or oak,) at \$3.90 per cord.	2,500
146	do	Aug. 7, 1874	Capt. T. J. Eckerson with H. F. Turner	For 134,135 pounds of oats, at 62 cents per bushel.	1,000
147	Newport barracks, Ky.	Aug. 7, 1874	Lieut. Col. James A. Ekin with Stevens & Ware	For hard wood, as required, at \$4.30 per cord.	1,500
148	Jeffersonville depot, Ind.	July 1, 1874	Lieut. Col. James A. Ekin with F. Hoffer & Co.	For oats, as required, at 54 cents per bushel.	1,000
149	do	July 1, 1874	Lieut. Col. James A. Ekin with S. C. Walker	For timothy hay, as required, at \$21.90 per ton; oat-straw, as required, at \$13.75 per ton.	1,000
150	do	July 1, 1874	Lieut. Col. James A. Ekin with M. W. Nolan & Co.	For Pittsburgh coal, as required, at 13½ cents per bushel.	3,000
151	do	July 1, 1874	Lieut. Col. James A. Ekin with Willetack, Baldwin & Co.	For stationery, as required, at schedule rates.	300
152	do	July 1, 1874	Lieut. Col. James A. Ekin with Terrell, Diety & Co.	do.	2,000
153	Newport barracks, Ky.	July 1, 1874	Lieut. Col. James A. Ekin with John A. Williams.	For Pittsburgh coal, as required, at 13 cents per bushel; shelled corn, as required, at 80 cents per bushel; oats, as required, at 60 cents per bushel; timothy hay, as required, \$22 per ton; oat-straw, as required, \$14 per ton.	2,000
154	Fort Walla Walla, Wash.	May 21, 1874	Maj. R. N. Batchelder with A. Jones	For soft wood, (2,500 cords,) at \$5.96 per cord.	4,000
155	do	May 22, 1874	Maj. R. N. Batchelder with S. Schwabacker	For 700,000 pounds of barley, at .52 cent per pound.	2,000
156	do	May 22, 1874	Maj. R. N. Batchelder with James Jones	For 500 cords of hard wood, at \$8.19 per cord.	1,500
157	do	May 22, 1874	Maj. R. N. Batchelder with J. E. Putnam	For 1,200,000 pounds of oats, at \$1.18 per 100 pounds; 2,300,000 pounds of hay, at \$15.30 per ton; 600,000 pounds of straw, at \$5 per ton.	10,000
158	Fort Colville, Wash.	May 15, 1874	Maj. R. N. Batchelder with David White	For 55,000 pounds of hay, at \$21 per ton.	200
159	do	May 15, 1874	Maj. R. N. Batchelder with Fenwick & Managhan.	For 400 cords of wood, at \$2.71 per cord.	400
160	do	May 15, 1874	Maj. R. N. Batchelder with William F. Winans	For 75,000 pounds of oats, at \$6.90 per 1,000 pounds.	200

## CONTRACTS OF THE WAR DEPARTMENT.

Abstract of contracts made by the Quartermaster's Department, &amp;c.—Continued.

No.	Place and date.	Parties.	Nature of contract.	Bond.
161	Fort Boise, Idaho.....	Maj. R. N. Batchelder with Orlando Robbins.....	For 500 cords of wood, at \$2.47 per cord; 6,000 pounds of barley, at \$2.47 per 100 pounds; 25,000 pounds of straw, at \$9.97 per ton.	\$1,000
162	Fort Cape Disappointment, Wash.....	Maj. R. N. Batchelder with John Davis.....	For 30,000 pounds of oats, at \$1.75 per 100 pounds; 25,000 pounds of straw, at \$15.25 per ton.	300
163	do.....	Maj. R. N. Batchelder with J. T. Brown.....	For 500 cords of wood, at \$3.94 per cord; 50,000 pounds of hay, at \$19.48 per ton.	800
164	Fort Stevens, Oreg.....	Maj. R. N. Batchelder with John Davis.....	For 30,000 pounds of oats, at \$1.75 per 100 pounds; 20,000 pounds of straw, at \$15.10 per ton.	250
165	do.....	Maj. R. N. Batchelder with A. V. Allen.....	For 50,000 pounds of hay.....	900
166	do.....	Maj. R. N. Batchelder with J. F. Saunders.....	For 200 cords of wood, at \$3.90 per cord.....	700
167	Department of the Columbia.....	Maj. R. N. Batchelder with Robert Grant.....	For transportation from Dallas to Camp Harvey, route No. 6, as required, schedule rates.	2,000
168	do.....	Maj. R. N. Batchelder with J. Oppenheimer.....	For transportation from Palouse Landing to Fort Colville, route No. 1, as required, schedule rates.	1,000
169	do.....	do.....	For transportation from Wallula to Fort Colville, route No. 1, as required, schedule rates.	2,000
170	do.....	Maj. R. N. Batchelder with A. M. Walker.....	For transportation from Wainwright to Fort Boise, route No. 5, as required, schedule rates.	1,000
171	do.....	Maj. R. N. Batchelder with Levi Aukeny.....	For transportation from Walla-Walla to Fort Lapwai, route No. 2, as required, schedule rates.	500
172	do.....	Maj. R. N. Batchelder with A. M. Walker.....	For transportation from Kelton, Utah, to Fort Boise, Idaho, route No. 4, as required, schedule rates.	500
173	do.....	Maj. R. N. Batchelder with Solomon Sachs.....	For transportation from Roseburg to Fort Klamath, route No. 10, as required, schedule rates.	4,000
174	do.....	Maj. R. N. Batchelder with Frank McBean.....	For transportation from Roseburg to Fort Klamath, route No. 10, as required, schedule rates.	700
175	do.....	Maj. R. N. Batchelder with A. C. Kistler.....	For transportation from Camp Warner, Oreg., to Camp Bidwell, Cal., route 11, as required, schedule rates.	1,600
176	do.....	Maj. R. N. Batchelder with R. R. Hutton and R. M. Garrett.....	For transportation from Camp Bidwell, Cal., to Fort Klamath, route No. 12, as required, at \$67 per month.	300
177	Vancouver depot, Wash.....	Maj. R. N. Batchelder with C. W. Slocum.....	For 1,000 cords of hard wood, at \$4.25 per cord; 1,000 bushels of charcoal, at \$2.00 per bushel.	1,500
178	do.....	Maj. R. N. Batchelder with Louis Solas.....	For 20,000 pounds of straw, at \$4.42 per ton.	950
179	do.....	Maj. R. N. Batchelder with Joseph Wiles.....	For 20,000 pounds of oats, at \$1.29 per 100 pounds.	600
180	Camp Harvey, Oreg.....	Maj. R. N. Batchelder with D. G. Overhale.....	For 2,000 bushels of charcoal, at \$2 cents per bushel.	900
181	do.....	Maj. R. N. Batchelder with Palmer & Clark.....	For 200,000 pounds of oats, at \$3.90 per 100 pounds.	5,000
182	do.....	Maj. R. N. Batchelder with McCullough & Holman.....	For 250,000 pounds of barley, at \$2.34 per 100 pounds.	2,000
183	do.....	Maj. R. N. Batchelder with J. N. Clark.....	For 2,000 cords of wood, at \$5.44 per cord; 1,000,000 pounds of hay, at \$4.44 per ton; 100,000 pounds of straw, at \$3.44 per ton.	5,000
184	Sitka, Alaska.....	Maj. R. N. Batchelder with A. Levy.....	For 100 cords soft wood, at \$2.45 per cord.	1,000
185	Fort Lapwai, Idaho.....	Maj. R. N. Batchelder with J. Loewenberg.....	For 600 cords of wood, at \$7.77 per cord; 300,000 pounds of hay, at \$9.5 per ton.	2,300
186	do.....	Maj. R. N. Batchelder with W. A. Caldwell.....	For 50,000 pounds of oats, at \$1.75 per 100 pounds.	900
187	do.....	Maj. R. N. Batchelder with W. A. Caldwell.....	For 150,000 pounds of straw, at \$3.45 per ton.	150

180	do	do	May 18, 1874	Maj. R. N. Batchelder with P. White	For 1,000 bushels of charcoal, at .39 cents per bushel	180
189	do	do	May 21, 1874	Maj. R. N. Batchelder with Capt. A. Kenney	For 100,000 pounds of oats, at \$1.49 per 100 pounds; 200,000 pounds of hay, at \$2.50 per ton.	1,500
190	do	do	May 28, 1874	Maj. R. N. Batchelder with C. P. Colburn	For 150,000 pounds of oats, at \$1.37½ per 100 pounds; 100,000 pounds of barley, at \$1.66½ per 100 pounds.	2,500
191	do	do	May 30, 1874	Maj. R. N. Batchelder with Samuel Pbluney	For 300,000 pounds of hay, at \$28.86 per ton; 150,000 pounds of oats, at \$30 per ton.	1,900
192	Fort Klamath, Ore.	do	May 31, 1874	Maj. R. N. Batchelder with J. W. Manning	For 600,000 pounds of hay, at \$8.49 per ton; 150,000 pounds of straw, at \$8 per ton.	9,000
193	do	do	May 15, 1874	Maj. R. N. Batchelder with Jacob Ish	For 200,000 pounds of barley, at \$2.48 per 100 pounds.	1,550
194	do	do	May 21, 1874	Maj. R. N. Batchelder with Elias M. Howard	For 2,000 bushels of charcoal, at 18 cents per bushel.	4,000
195	do	do	May 15, 1874	Maj. R. N. Batchelder with John E. Ross	For 1,200 cords pine wood, at \$2.97 per cord; 300,000 pounds of oats, at \$3.48 per 100 pounds.	3,500
196	Fort Rice, Dak.	do	June 20, 1874	Maj. Benjamin C. Card with D. H. Preston	For 2,100 cords hard wood, at \$5 per cord.	600
197	Fort Ellis, Mont.	do	June 20, 1874	Maj. Benjamin C. Card with Marvin Fishery	For 270 tons straw, at \$3.05 per ton.	5,000
198	Fort Shaw, Mont.	do	June 20, 1874	Maj. Benjamin C. Card with J. J. Perkins	For 2,000 cords of soft wood, at \$5.48 per cord.	4,000
199	Grand River agency, Dak.	do	June 20, 1874	Maj. Benjamin C. Card with John R. Dillon	For 53 tons of hay, at \$1.75 per ton.	4,000
200	Cheyenne agency, Dak.	do	June 20, 1874	Maj. Benjamin C. Card with Thomas W. Baldwin	For 1,400 cords of soft wood, at \$7.75 per cord.	8,000
201	Fort Concho, Tex.	do	July 18, 1874	Lieut. Col. S. B. Holabird with J. L. Millspaugh	For 16,000 bushels of oats, at \$1.34 per bushel.	2,000
202	Fort Wagon, N. Mex.	do	Oct. 16, 1874	Capt. A. J. McGonnigle with Louis Hanning	For 40,000 pounds of bran, at \$2.40 per 100 pounds.	2,000
203	do	do	Oct. 10, 1874	Capt. A. J. McGonnigle with Roman A. Baca	For 80,000 pounds of barley, at 4½ cents per pound.	10,000
204	do	do	Oct. 16, 1874	Capt. A. J. McGonnigle with Louis Hanning	For 100,000 pounds of corn, at \$2.54 per 100 pounds.	2,000
205	Santa Fé, N. Mex.	do	Oct. 2, 1874	Capt. A. J. McGonnigle with A. Staab	For 150,000 pounds corn and 50,000 pounds oats, at \$2.50 and \$3.50 per 100 pounds, respectively.	2,000
206	do	do	Oct. 26, 1874	Capt. A. J. McGonnigle with S. Soligman	For 150,000 pounds corn, at \$2.89 per 100 pounds.	2,000
207	Fort Stanton, N. Mex.	do	Sept. 22, 1874	Lieut. George F. Foote with E. A. Dow	For 60,000 pounds of corn, at \$3.47 per 100 pounds.	1,000
208	do	do	Oct. 15, 1874	Capt. A. J. McGonnigle with James Newcomb	For 25,000 pounds bran, at 2 cents per pound.	3,000
209	do	do	Oct. 6, 1874	Capt. A. J. McGonnigle with Paul Dowlin	For 200,000 pounds corn and 20,000 pounds barley, at \$3.47 and \$4.47 per 100 pounds, respectively.	1,600
210	do	do	Sept. 29, 1874	Capt. A. J. McGonnigle with James A. Dolan	For 1,000 cords wood, at \$4.02 per cord.	3,000
211	Fort Ellis, Mont.	do	June 30, 1874	Maj. Benjamin C. Card with S. Buford	For 750,000 pounds corn, at \$1.67 per bushel.	5,000
212	Fort Griffin, Tex.	do	July 10, 1874	Lieut. Col. S. B. Holabird with W. N. McKaury	For 424,456 pounds of corn, at \$1.10 per bushel.	6,000
213	Fort Stockton, Tex.	do	July 17, 1874	Lieut. Col. S. B. Holabird with J. Friedlander	For 480,157 pounds of corn, at \$1.39 per bushel.	12,000
214	Fort Duncan, Tex.	do	June 27, 1874	do	For 48,267 bushels of corn, at \$1.49 per bushel.	5,000
215	Fort Clark, Tex.	do	June 27, 1874	do	For 10,023 bushels of oats, at \$1.00 per bushel.	10,000
216	San Antonio, Tex.	do	June 21, 1874	Lieut. Col. S. B. Holabird with James Callaghan	For 42,360 bushels of oats, at \$1.33 per bushel.	350
217	Fort Clark, Tex.	do	June 21, 1874	do	For 200 cords hard wood, at \$5.20 per cord.	5,000
218	Fort Abercrombie, Dak.	do	June 20, 1874	Maj. Benjamin C. Card with James R. Harris	For 2,800 cords soft wood, at \$3.45 per cord.	5,000
219	Fort Shaw, Mont.	do	June 20, 1874	Maj. Benjamin C. Card with S. Buford	For 100,000 pounds of oats, at \$2.07½ per 100 pounds.	500
220	Camp Baker, Mont.	do	June 20, 1874	Maj. Benjamin C. Card with David P. Rankin	For 72 tons of hay, at \$21.85 per ton.	500
221	Fort Benton, Mont.	do	July 18, 1874	Maj. Benjamin C. Card with Geo. W. Conrad	For 64,000 pounds of corn, at \$1.19 per bushel.	300
222	Fort Ripley, Minn.	do	Oct. 13, 1874	Maj. Benjamin C. Card with George Naden	For 32,000 pounds of oats, at 74 cents per bushel.	300
223	do	do	Oct. 13, 1874	Maj. Benjamin C. Card with Gilbert & Stewart	For 32,000 pounds of oats, at 74 cents per bushel.	300
224	do	do	Oct. 13, 1874	Maj. Benjamin C. Card with George Naden	For 40 cords of hard wood, at \$5 per cord.	250
225	West Point, N. Y.	do	Dec. 7, 1874	Lieut. Jas. M. Marshall with Elijah C. Vought	For one year's supply of bituminous coal, at \$5.80 per ton; one year's supply of corn, (in ear,) at 73 cents per bushel; one year's supply of hay, (loose,) at \$12.50 per ton; one year's supply of straw, (baled,) at \$16.50 per ton; one year's supply of straw, (loose,) at \$14.50 per ton.	600
226	Frankfort, Ky.	do	July 1, 1874	Lieut. Col. Jas. A. Ekin with N. J. Moore		
227	do	do	July 1, 1874	Lieut. Col. Jas. A. Ekin with Geo. B. Macklin		

## CONTRACTS OF THE WAR DEPARTMENT.

Abstract of contracts made by the Quartermaster's Department, &amp;c.—Continued.

No.	Place and date.	Parties.	Nature of contract.	Bond.
228	Raleigh, N. C.	Lieut. Col. Jas. A. Ekin with Wm. C. Stronach	For one year's supply of hard wood, at \$4.75 per cord.	\$750
229	Atlanta, Ga.	Lieut. Col. Jas. A. Ekin with L. P. Thatcher.	For one year's supply of shelled corn, at \$1 per bushel.	150
230	Chattanooga, Tenn.	Lieut. Col. Jas. A. Ekin with C. W. Coker.	For one year's supply of hard wood, at \$4.50 per cord.	300
231	do	Lieut. Col. Jas. A. Ekin with J. M. Armstrong	For one year's supply of bituminous coal, at \$4.75 per ton.	150
232	do	Lieut. Col. Jas. A. Ekin with W. C. Thatcher.	For one year's supply of shelled corn, at \$5 cents per bushel; one year's supply of wheat-straw, baled, at \$19 per ton.	400
233	Fort Johnston, N. C.	Lieut. Col. Jas. A. Ekin with F. B. Hewit	For one year's supply of oak wood, at \$4 per cord.	300
234	Savannah, Ga.	Lieut. Col. Jas. A. Ekin with A. T. Smith	For one year's transportation of all public property required to be transported from point to point within city limits, &c., at 9 cents per 100 pounds for miscellaneous stores; such transportation outside city limits, 10 cents per 100 pounds; transportation of wood within and without city limits, \$1.25 per cord; transportation of coal within and without city limits, \$1.50 per ton.	200
235	Wilmington, N. C.	Lieut. Col. Jas. A. Ekin with Oldham & Cummings.	For one year's supply of oaks, at 80 cents per bushel; one year's supply of hay, at \$31 per ton; one year's supply of straw, at \$29 per ton.	400
236	United States barracks, near Huntsville, Ala.	Lieut. Col. Jas. A. Ekin with Samuel H. Moore.	For one year's supply of hard wood, at \$4.70 per cord.	90
237	Fort Snelling, Minn.	Maj. B. C. Card with Michael Qualey	For 56 tons of straw, at \$4.90 per ton.	2,400
238	do	do	For 1,200 cords of wood, at \$5.35 per cord.	1,600
239	Fort Seward, Dak.	Maj. B. C. Card with Costner & Penner	For 56,000 pounds of corn, at \$1.20 1/2 per bushel.	3,000
240	Fort Totten, Dak.	Maj. B. C. Card with Henry Freeman	For 500 tons of hay, at \$5.35 per ton.	1,000
241	Fort Stevenson, Dak.	Maj. B. C. Card with Hiram Malling	For 900 cords of wood, at \$8.55 per cord.	500
242	do	Maj. B. C. Card with David Payne	For 100 tons of hay, at \$5.70 per ton.	1,100
243	Fort Pembina, Dak.	Maj. B. C. Card with Freeman James	For 128,000 pounds of oats, at \$5.35 per bushel.	900
244	do	do	For 112,000 pounds of oats, at \$5.35 per cord.	2,000
245	Fort Abercrombie, Dak.	Maj. B. C. Card with William W. Nichols	For 1,000 cords of wood, at \$5.35 per cord.	3,500
246	do	do	For 1,200,000 pounds of oats, at 55 cents per bushel.	4,000
247	do	Maj. B. C. Card with Lafayette Hadley	For 1,400 tons of hay, at \$5.90 per ton.	3,000
248	Yankton, Dak.	Maj. B. C. Card with David Beadle	For 636,000 pounds of corn, at \$3 cents per bushel.	3,000
249	do	Maj. B. C. Card with Thomas Robinson	For 421,200 pounds of oats, at \$2 1/2 cents per bushel.	2,000
250	Fort Totten, Dak.	Maj. B. C. Card with Lafayette Hadley	For 2,000 cords of wood, at \$3.90 per cord.	700
251	do	Maj. B. C. Card with Costner & Penner	For 168,000 pounds of corn, at \$1.85 per bushel.	350
252	Fort Snelling, Minn.	Maj. B. C. Card with Michael Qualey	For 200 tons of hay, at \$5.40 per ton.	1,700
253	Fort Pembina, Dak.	Maj. B. C. Card with George A. Wells	For 210 tons of hay, at \$5.10 per ton.	1,500
254	do	Maj. B. C. Card with Charles M. Loring	For 1,200 cords of wood, at \$4.95 per cord.	1,000
255	Fort Abercrombie, Dak.	Maj. B. C. Card with Lafayette Hadley	For 400 tons of straw, at \$4.50 per ton.	1,000
256	Fort Sully, Dak.	Maj. B. C. Card with Joseph Pasceock	For 40 tons of hay, at \$7.50 per ton.	3,000
257	Camp Hancock, Dak.	Maj. B. C. Card with Robert English	For 370 cords of wood, at \$3.15 per cord.	10,000
258	Fort Wadsworth, Dak.	Maj. B. C. Card with Ole Ricks, Jr.	For 700 cords of wood, at \$12.80 per cord.	4,000
259	do	Maj. B. C. Card with Wolf & Wells	For 156,000 pounds of oats, at \$1 cents per bushel.	10,000
260	Fort Totten, Dak.	Maj. B. C. Card with Costner & Penner	For 98,000 pounds of oats, at \$1.17 1/2 per bushel.	4,000
261	Fort Rice, Dak.	Maj. B. C. Card with J. S. Austin	For 1,250 tons of hay, at \$8.55 per ton.	1,000
262	Fort Stevenson, Dak.	Maj. B. C. Card with Charles A. Roberts	For 1,240,000 pounds of coal, at \$3.85 per ton.	4,000
263	Fort Abraham Lincoln, Dak.	Maj. B. C. Card with Charles Williams	For 7,000 cords of wood, at \$2.60 per cord.	4,000

284	Camp Hancock, Dak.	June 30, 1874	Major R. C. Card with A. H. Wilder.	For 94,000 pounds of corn, at \$1.31 per bushel.	900
285	Fort Rice, Dak.	June 30, 1874	Major R. C. Card with James D. Webb.	For 3,000 cords of wood, at \$4.55 per cord.	8,000
286	Fort Sully, Dak.	June 30, 1874	Major R. C. Card with T. W. Brown.	For 2,000 cords of hay, at \$0.75 per ton.	4,000
287	Fort Abraham Lincoln, Dak.	June 30, 1874	Major R. C. Card with John Lawrence.	For 2,400 cords of wood, at \$3.30 per cord.	4,000
288	Fort Randall, Dak.	June 30, 1874	Major R. C. Card with Charles H. Sylvester.	For 140 tons of hay, at \$4.54 per ton.	950
289	Fort Ripley, Minn.	June 30, 1874	do	For 600 cords of wood, at \$3.51 per cord.	900
290	Camp Hancock, Dak.	June 30, 1874	Major R. C. Card with John W. Smith.	For 47 tons of hay, at \$7.10 per ton.	130
291	Fort Shaw, Mont.	June 30, 1874	Major R. C. Card with Robert Vaughn.	For 40 tons of hay, at \$11.70 per ton.	300
292	Fort Paul, Minn.	June 17, 1874	Major B. C. Card with Sanford B. Coulson.	For transportation of First Infantry from Yankton, Dak., to posts on Missouri River, at schedule rates; transportation of Twenty-second Infantry from posts on Missouri River to Yankton, Dak., at schedule rates.	1,500
293	Prescott, Ariz.	June 27, 1874	Major J. G. Chandler with J. L. Miller.	For transportation of baggage and supplies of Eighth and Twenty-third Regiments Infantry, exchanging stations, in Department of Arizona, at schedule rates.	5,000
294	San Francisco, Cal.	May 15, 1874	Lieut. Col. A. R. Eddy with John and G. W. Stanley.	For transportation of supplies, &c., from Corinne, Utah, to Fort Hall, Idaho, route No. 2, at schedule rates.	1,500
295	do	May 15, 1874	Lieut. Col. A. R. Eddy with Irvin Ayres.	For transportation of supplies from Reno, Nev., to Camp Bidwell, Cal., route No. 1, at schedule rates.	2,000
296	do	May 20, 1874	Lieut. Col. A. R. Eddy with Thomas Baer.	For transportation of supplies from San Francisco to Camp Gaston, Cal., at schedule rates.	3,000
297	Louisville, Ky.	July 1, 1874	Lieut. Col. James A. Ekin with O'Neill & Co.	For Pittsburgh coal, as required, at 15 cents per bushel.	1,000
298	Columbia, S. C.	July 1, 1874	Lieut. Col. James A. Ekin with C. J. Stollbrand.	For wood, as required, at \$3.90 per cord.	1,000
299	Fort Union depot, N. Mex.	Aug. 25, 1874	Lieut. George F. Foote with J. Miguel Pacheco.	For 50 tons of hay, at \$17.25 per ton; 50 tons of hay, at \$18.65 per ton.	2,000
300	do	Aug. 25, 1874	Lieut. George F. Foote with A. Block.	For 75 tons of hay, at \$17 per ton; 75 tons of hay, at \$18.20 per ton.	1,000
301	do	Sept. 10, 1874	Lieut. George F. Foote with Wm. Holberg.	For 25 tons of hay, at \$18 per ton.	200
302	Fort McRae, N. Mex.	July 29, 1874	Lieut. George F. Foote with José Garcia.	For 100 cords of hard wood, at \$6.40 per cord; 130 cords of cedar wood, at \$4.50 per cord.	500
303	Fort Ontario, N. Y.	July 20, 1874	Lieut. Col. Rufus Saxton with Henry Gardiner.	For 26,980 pounds oats, at 2 cents per pound.	200
304	Buffalo, N. Y.	July 1, 1874	Lieut. Col. Rufus Saxton with Union Steamboat Company, Atlantic, Du Luth and Pacific Steamboat Company, and Ward's Central and Pacific Lake Company.	For transportation of troops and supplies between Detroit and Sault Ste. Marie, Mich., at schedule rates.	1,000
305	do	July 1, 1874	Lieut. Col. Rufus Saxton with Union Steamboat Company.	For transportation between Detroit and Mackinac, Mich., at schedule rates.	1,000
306	Newberry, S. C.	July 1, 1874	Lieut. Col. James A. Ekin with McFall & Pool.	For transportation between Buffalo, N. Y., and Detroit, Mich., at schedule rates.	1,000
307	Camp La Paz, Ariz.	Sept. 3, 1874	Major J. G. Chandler with S. C. Miller.	For lease of premises, used as officers' quarters, for six months, at \$30 per month.	1,800
308	Columbia, S. C.	Oct. 1, 1874	Lieut. Col. James A. Ekin with Lucy J. Green.	For 400 cords of wood, at \$3.31 per cord; 200,000 pounds of barley, at 2.75 cents per pound.	1,800
309	Newberry, S. C.	July 1, 1874	Lieut. Col. James A. Ekin with William Langford.	For lease of building for post hospital, at \$50 per month.	1,800
310	do	July 1, 1874	Lieut. Col. James A. Ekin with David R. Phifer.	For lease of premises, used as headquarters hospital, and one room for hospital steward, at \$10 per month.	1,800
311	Detroit, Mich.	Sept. 10, 1874	Lieut. Col. Rufus Saxton with H. Moffat.	For lease of premises, used as quarters for troops, for six months, at \$80 per month.	1,800
312	Camp Independence, Cal.	June 26, 1874	Lieut. Col. A. R. Eddy with J. S. Rothschild.	For lease of one room in Moffat building, for office of paymaster, for eight months, commencing November 1, 1874, at \$200 per annum.	4,000
313				For 130,000 pounds barley, at \$5.35 per 100 pounds; 200,000 pounds hay, at \$24.10 per ton; 30,000 pounds straw, at \$11.50 per ton; 400 cords wood, at \$13.95 per cord.	4,000

## Abstract of contracts made by the Quartermaster's Department, &amp;c.—Continued.

No.	Place and	Parties.	Nature of contract.	Bond.
295	San Francisco, Cal.	Lieut. Col. A. R. Eddy with J. S. Rothschild	For transportation of supplies from San Francisco to Camp Independence, Cal., at schedule rates.	\$2,000
296	Fort Brown, Tex.	Lieut. Col. S. B. Holabird with H. Chamberlin, Jr.	For 469 tons of hay, at \$21.20 per ton	6,000
297	Fort Gibson, Idaho.	Lieut. Col. S. B. Holabird with William Percival	For 155,610 pounds of oats, at 7½ cents per bushel	3,500
298	Fort Bliss, Tex.	Lieut. Col. S. B. Holabird with George Switzers	For 43,825 pounds corn, at \$1.40 per bushel	500
299	Fort Quitman, Tex.	Lieut. Col. S. B. Holabird with William Percival	For 28,045 pounds of corn, at \$1.40 per bushel	500
300	Fort Sill, Idaho.	Lieut. Col. S. B. Holabird with John T. Baldwin	For 756,045 pounds of oats, at 93 cents per bushel	10,000
301	Fort McKavett, Tex.	Lieut. Col. S. B. Holabird with W. C. Graham	For 221,992½ pounds of oats, at 24.38 cents per bushel	2,000
302	Fort Richardson, Tex.	Lieut. Col. S. B. Holabird with T. E. Jackson	For 408,323½ pounds of oats, at 23.76 cents per bushel	5,000
303	Fort Griffin, Tex.	Lieut. Col. S. B. Holabird with James A. Zabriskie	For lease of site of Fort Griffin, Tex., at \$400 per annum	.....
304	Fort Bliss, Tex.	Lieut. Col. S. B. Holabird with James A. Zabriskie	For lease of site of Fort Bliss, Tex., at \$365.35 per month	.....
305	Austin, Tex.	Lieut. Col. S. B. Holabird with James H. Har- rington.	For lease of lot No. 17, city of Austin, Tex., at \$25 per month.	.....
306	Fort McIntosh, Tex.	Lieut. Col. S. B. Holabird with the mayor of city of Laredo, Tex.	For lease of site of Fort McIntosh, Tex., at \$400 per annum	.....
307	Camp Harney and Fort Klamath, Oreg.	Maj. R. N. Batchelder with Burnett & Abbott..	For 40 cavalry-horses for Camp Harney, at \$115 each; 24 cavalry-horses for Fort Klamath, at \$110 each.	3,000
308	Fort Walla-Walla, Wash.	Maj. R. N. Batchelder with M. C. Moore	For 125 cavalry-horses, at \$112 each	5,000
309	Fort Warren, Mass., and Fort Independence, Mass.	Lieut. Col. R. O. Tyler with Francis H. Smith	For 60,000 pounds nut-coal, at \$6.99 per ton; 807,199 pounds egg-coal, at \$7.99 per ton; 80,000 pounds nut-coal, at \$6.99 per ton; 730,000 pounds egg-coal, at \$7.99 per ton.	1,500
310	Fort Preble, Me.	Lieut. Col. R. O. Tyler with James & Wil- liams.	For 50 cords of wood, at \$9.49 per cord; 229,234 pounds of nut-coal, at \$6.27 per ton; 229,235 pounds of egg-coal, at \$6.27 per ton.	500
311	Fort Richardson, Tex.	Lieut. Col. S. B. Holabird with F. F. Roene	For lease of site in part of Fort Richardson, Tex., at \$300 per annum	.....
312	Little Rock, Ark.	Maj. H. C. Hodges with D. F. Rose	For straw as required, at \$30 per ton	250
313	Madison barracks, N. Y.	Lieut. Col. Rufus Saxton with Fisher & Day	For 200 cords of wood, at \$6.26 per cord	250
314	Omaha depot, Nebr.	Maj. Alexander J. Perry with E. N. Dunbar	For 33,000 bushels of oats, at 54½ cents per bushel	4,000
315	do	Maj. Alexander J. Perry with C. W. Lyman	For 3,000,000 pounds of corn, at 98½ cents per bushel	11,000
316	San Francisco, Cal.	Lieut. Col. A. R. Eddy with James M. Ellis	For transportation of supplies, &c., from San Francisco to Camp Wright, Cal., route No. 4, at schedule rates.	2,000
317	Camp Bidwell, Cal.	Lieut. Col. A. R. Eddy with Irvin Ayres	For 725 cords of wood, at \$7 per cord; 150,000 pounds of oats, at \$24 per 1,000 pounds; 239,000 pounds of barley, at \$22 per 1,000 pounds; 700,000 pounds of hay, at \$6.25 per 1,000 pounds; 40,000 pounds of straw, at \$6.25 per 1,000 pounds.	6,000
318	Camp Wright, Cal.	Lieut. Col. A. R. Eddy with Landers & Horn- brook.	For 320 cords of wood, at \$5.05 per cord; 40,000 pounds of barley, at \$23 per 1,000 pounds; 40,000 pounds of hay, at \$9 per 1,000 pounds; 24,000 pounds of straw, at \$7 per 1,000 pounds.	800
319	Benicia barracks, Cal.	Lieut. Col. A. R. Eddy with J. G. Johnson	For 800 cords of wood, at \$9.85 per cord; 20,000 pounds of oats, at \$46.64 per ton; 20,000 pounds of barley, at \$31.63 per ton; 12,000 pounds of bran, at \$25.36 per ton; 120,000 pounds of hay, at \$17.55 per ton; 62,000 pounds of straw, at \$12.76 per ton.	3,000
320	Fort Union depot, N. Mex.	Lieut. George F. Foote with G. W. Gregg	For 400 cords of wood, at \$7 per cord.	2,000
321	do	Lieut. George F. Foote with T. Romero & Bro.	For 300 cords of wood, at \$6.45 per cord	2,000



329	do	Camp La Jara, Ariz	July 30, 1874	Lieut. George F. Foote with J. B. Watterson	For 4,000 bushels of charcoal, at 14 cents per bushel	500
330	do	Fort Stanton, N. Mex	July 30, 1874	Lieut. George F. Foote with B. F. Snyder	For 300 cords of wood, at \$1.00 per cord	2,000
331	do	do	July 30, 1874	Lieut. George F. Foote with James J. Dolan	For 1,000 cords of wood, at \$1.00 per cord	1,000
332	do	do	July 30, 1874	Lieut. George F. Foote with Paul Dowlin	For 650 bushels of charcoal, at 14 cents per bushel	2,000
333	do	do	July 30, 1874	do	For 50 tons of grama hay, at \$23.50 per ton	500
334	do	do	July 30, 1874	Lieut. George F. Foote with E. Dow	For 50 tons of grama hay, at \$23 per ton; 50 tons of bottom hay, at \$19 per ton	1,000
335	do	do	July 30, 1874	Lieut. George F. Foote with James J. Dolan	For 150 tons of grama hay, at \$24.20 per ton; 100 tons of bottom hay, at \$19.50 per ton	2,000
336	do	Fort Garland, Colo	July 30, 1874	Lieut. George F. Foote with Joseph Hoffman	For 200 tons of hay, at \$19.00 per ton	2,000
337	do	do	July 30, 1874	Lieut. George F. Foote with Oscar Wilkins	For 200 tons of hay, at \$20 per ton	2,000
338	do	do	July 30, 1874	Lieut. George F. Foote with Joseph Hoffman	For 1,300 cords of wood, at \$3.95 per cord	2,000
339	do	do	July 30, 1874	Lieut. George F. Foote with A. T. Seabring	For 1,000 bushels of charcoal, at 34 cents per bushel	2,000
340	do	Fort Bayard, N. Mex	July 30, 1874	Lieut. George F. Foote with J. A. Miller	For 2,500 bushels of charcoal, at 34 cents per bushel	500
341	do	do	July 30, 1874	Lieut. George F. Foote with Hudson & Webb	For 100 tons of grama hay, at \$17.50 per ton; 150 tons of grama hay, at \$20.50 per ton	2,000
342	do	do	July 30, 1874	Lieut. George F. Foote with D. C. Knox	For 900 cords of wood, at \$4 per cord	2,000
343	do	do	July 30, 1874	Lieut. George F. Foote with J. A. Miller	For 450 tons of grama hay, at \$21 per ton	3,000
344	do	Fort Wingate, N. Mex	July 31, 1874	Lieut. George F. Foote with D. Provencher	For 500 tons of bottom hay, at \$20.50 per ton	7,000
345	do	do	July 31, 1874	Lieut. George F. Foote with William Crane	For 1,300 bushels of charcoal, at 34 cents per bushel	2,000
346	do	do	July 18, 1874	Lieut. George F. Foote with Romulo Martinez	For 1,300 cords of wood, at \$3 per cord	2,000
347	do	do	July 18, 1874	Lieut. George F. Foote with Benjamin Schuster	For 150 tons of bottom hay, at \$29 per ton	2,000
348	do	Santa Fe, N. Mex	July 18, 1874	Lieut. George F. Foote with William J. Sweeney	For 300 bushels of charcoal, at \$4.74 per cord; 300 cords of pelton wood, at \$3.85 per cord; for 500 cords of pelton wood, at \$1.34 per cord	2,000
349	do	do	July 16, 1874	Lieut. George F. Foote with J. A. McEachrow	For 325 tons of grama hay, at \$29.50 per ton	4,000
350	do	Fort Craig, N. Mex	July 20, 1874	Lieut. George F. Foote with Numa Raymond	For 500 cords of wood, at \$6.34 per cord	2,000
351	do	do	July 20, 1874	do	For 500 cords of wood, at \$6.34 per cord	500
352	do	Fort Selden, N. Mex	July 20, 1874	Lieut. George F. Foote with H. C. Haring	For 400 cords of mesquit roots, at \$7.50 per cord	1,000
353	do	Savannah, Ga	July 1, 1874	Lieut. Col. James A. Ekin with James F. Brown & Co.	For wood as required, at \$6 per cord; straw as required, at \$30 per ton	1,500
354	do	Saint Augustine, Fla	July 1, 1874	Lieut. Col. James A. Ekin with William Pinkham	For wood as required, at \$5.25 per cord	500
355	do	Fort Macon, N. C	July 1, 1874	Lieut. Col. James A. Ekin with Chadwick & Jones	For wood as required, at \$3.98 per cord	750
356	do	Fort Randall, Dak	June 30, 1874	Maj. B. C. Card with Joseph Vallin	For 162 tons of hay, at \$5.80 per ton	300
357	do	Fort Seward, Dak	June 30, 1874	Maj. B. C. Card with William J. Bodkin	For 115,300 pounds of oats, at 74 cents per bushel	800
358	do	Fort Abraham Lincoln, Dak	June 30, 1874	Maj. B. C. Card with A. H. Wilder	For 1,300,000 pounds of corn, at \$1.21 per bushel	8,000
359	do	do	July 10, 1874	do	For 346,000 pounds of corn, at \$1.21 per bushel	3,000
360	do	Camp Hancock, Dak	July 10, 1874	do	For 308,000 pounds of oats, at 76 cents per bushel	3,000
361	do	Fort Hancock, Dak	July 10, 1874	do	For 32,000 pounds of oats, at 77 cents per bushel	300
362	do	Fort Abraham Lincoln, Dak	June 30, 1874	do	For 500,000 pounds of corn, at \$1.18 per bushel	4,000
363	do	do	June 30, 1874	do	For 2,600,000 pounds of oats, at 77 cents per bushel	2,100
364	do	Fort Ellia, Mont	June 20, 1874	Maj. B. C. Card with C. Renfro	For 1,300 cords of wood, at \$4.41 per cord	2,000
365	do	Lower Brule agency, Dak	June 20, 1874	Maj. B. C. Card with John F. Briggs	For 580 cords of wood, at \$6.63 per cord	2,000
366	do	Grand River agency, Dak	June 20, 1874	Maj. B. C. Card with N. P. Clarke	For 500 bushels of charcoal, at 14 cents per bushel	1,400
367	do	Fort Ellia, Mont	June 20, 1874	Maj. B. C. Card with Maj. J. F. Walters	For 70 tons of hay, at \$11.22 per ton	300
368	do	Cheyenne agency, Dak	June 20, 1874	Maj. B. C. Card with Charles B. Foster	For 340 tons of hay, at \$11.25 per ton	3,500
369	do	Fort Shaw, Mont	June 20, 1874	Maj. B. C. Card with Joseph H. McKnight	For 250 tons of hay, at \$11.70 per ton	1,000

## CONTRACTS OF THE WAR DEPARTMENT.

*Abstract of contracts made by the Quartermaster's Department, &c.—Continued.*

No.	Place and date.	Parties.	Nature of contract.	Bond.
365	Fort Wadsworth, Dak	Maj. R. C. Card with Daniel O. Laurence	For 110 tons of hay, at \$14.14 per ton	\$150
366	Camp Baker, Mont.	Maj. R. C. Card with Perry J. Moore	For 400 cords of wood, at \$4.50 per cord	1,500
367	June 20, 1874	Maj. R. C. Card with Alexander Jamieson	For 140 tons of hay, at \$9.61 per ton	1,500
368	Philadelphia, Pa.	Nov. 24, 1874	For 1,000 wall-boards, at \$17.84 each	19,000
369	West Point, N. Y.	Sept. 15, 1874	For 500 tons stove-coal, at \$6.50 per ton; 400 tons egg-coal, at \$5.80 per ton; 100 tons blacksmith's coal, at \$7.50 per ton.	1,850
370	Fort Whipple, Ariz	Oct. 1, 1874	For construction of hospital, \$5,000	1,000
371	Fort Stockton, Tex	July 13, 1874	For 12,000 pounds of barley, at \$1.50 per bushel	1,800
372	Fort Davis, Tex	July 13, 1874	For 15,000 pounds of corn, at \$1.40 per bushel	1,500
373	do	July 13, 1874	For 200,000 pounds of egg-coal, at \$6.38 per ton; 400,000 pounds stove-coal, at \$7.43 per ton; 35,000 pounds oats, at 1½ cents per pound; 40,250 pounds hay, at \$14.70 per ton; 32,000 pounds straw, at \$2.95 per ton	3,000
374	Madison barracks, N. Y.	July 16, 1874	For 150,000 pounds of bituminous coal, at \$7.50 per ton; 250,000 pounds of nut-coal, at \$7.50 per ton.	1,000
375	Fort Niagara, N. Y.	July 18, 1874	For 250,000 pounds of egg-coal, at \$7.80 per ton; 15,300 pounds of oats, at 1½ cents per pound; 35,770 pounds of straw, at \$11 per ton.	250
376	do	July 16, 1874	For 30 cords of wood, at \$6 per cord; 15,300 pounds of oats, at 1½ cents per pound; 35,770 pounds of straw, at \$11 per ton.	500
377	do	July 21, 1874	For 30 cords of wood, at \$4 per cord	300
378	do	July 21, 1874	For 30 cords of wood at \$4 per cord	300
379	Fort Ontario, N. Y.	July 17, 1874	For 400,775 pounds of egg-coal, at \$6.10 per ton; 174,456 pounds stove-coal, at \$6.55 per ton; 140,754 pounds nut-coal, at \$6.05 per ton.	300
380	do	July 30, 1874	For 34 cords of wood, at \$7 per cord; 30,000 pounds of hay, at \$2.24 per ton; 15,625 tons of straw, at \$16 per ton.	200
381	Fort Porter, N. Y.	July 16, 1874	For 640,000 pounds of stove-coal, at \$7.25 per ton.	800
382	do	July 18, 1874	For 14 cents per pound; 40,880 pounds of hay, at \$2.24 per ton.	250
383	do	July 18, 1874	For 300,000 pounds of nut-coal, at \$7.10 per ton; 100,000 pounds of bituminous coal, at \$7.25 per ton.	250
384	Philadelphia, Pa.	July 10, 1874	For transportation of supplies within limits of city at schedule rates.	1,500
385	Fort Sill, Indian Ter.	July 30, 1874	For 1,314,940 pounds of corn, as follows: For deliveries in August, September, and October, 1874, \$1.65 per bushel; deliveries from November 1, 1874, to June 30, 1875, 90 cents per bushel.	10,000
386	Philadelphia, Pa.	July 8, 1874	For 5,000 tons white-ash coal, as follows: For delivery on vessels at Fort Richmond, or Windmill Island, Delaware River, \$3.10 per ton; for delivery at officers' quarters in the city, \$5.75 per ton.	4,000
387	Fort Bayard, N. Mex	Oct. 5, 1874	For 170,000 pounds of corn at 4½ cents per pound	500
388	do	Oct. 3, 1874	For 40,000 pounds of bran, at \$2.15 per 100 pounds	1,000
389	do	Oct. 19, 1874	For 50,000 pounds of barley, at 4½ cents per pound	1,000
390	Fort Garland, Colo	Oct. 12, 1874	For 30,000 pounds of oats, at \$3.74 per 100 pounds	1,000
391	do	Oct. 2, 1874	For 25,000 pounds of bran, at \$1.90 per 100 pounds	500

399	Fort Hall, Idaho	June 1, 1874	Lieut. Col. A. R. Eddy with William McTear	For 700 cords seasoned wood, at \$6.41 per cord; 100,000 pounds of barley, sacked, at \$2.25 per 100 pounds; 100,000 pounds of oats, sacked, at \$2.85 per 100 pounds; 200,000 pounds of hay, baled, at \$6.00 per ton; 75,000 pounds of straw, baled, at \$6.00 per ton.	3,000
399	Fort McKavett, Tex	July 14, 1874	Lieut. Col. S. R. Holdbird with C. Brockman	For 300,000 pounds of shelled corn, sacked, at \$1.75 per bushel.	10,000
399	Fort Duncan, Tex	July 14, 1874	Lieut. Col. S. R. Holdbird with James Callaghan	For 300,000 pounds of oats, sacked, at \$1.35 per bushel.	5,000
399	Fort Richardson, Tex	July 14, 1874	Lieut. Col. S. R. Holdbird with C. L. Dutcher	For 324,957 pounds of shelled corn, sacked, at \$1.19 per bushel.	8,000
399	Wilmington, N. C.	July 8, 1874	Capt. A. J. McGounigle with John Sinclair	For construction of a stone lodge at national cemetery at Wilmington, N. C., according to plans and specifications filed with contract, at \$4,300.	1,000
397	Chattanooga, Tenn	July 23, 1874	Capt. A. J. McGounigle with Frederick Dierkes	For construction of a brick lodge at national cemetery at Chattanooga, Tenn., according to plans and specifications filed with contract, at \$3,450.	1,000
398	New Bern, N. C.	July 10, 1874	Capt. A. J. McGounigle with Brennan & Hutton	For construction of a brick wall around national cemetery at New Bern, N. C., at \$3.50 per linear foot, as per terms of contract.	2,000
399	Camp Gaston, N. C.	June 26, 1874	Lieut. Col. A. R. Eddy with A. Brizard	For 75,000 pounds of oats, sacked, at \$30 per 1,000 pounds; 132,000 pounds of hay, baled, at \$25 per 1,000 pounds.	1,400
400	Camp McDermitt, Nev.	June 26, 1874	Lieut. Col. A. R. Eddy with H. H. McColley	For 60,000 pounds of barley, sacked, at \$36.50 per 1,000 pounds; 600,000 pounds of hay, baled, at \$7.25 per 1,000 pounds.	1,500
401	Tucson, Ariz.	June 30, 1874	Lieut. Charles H. Rookwell with Oscar Bruckelw.	For land transportation of military stores, &c., from Camps Lowell, Bowie, and Grant, Ariz., to Yuma, Ariz., for the Twenty-third United States Infantry, at \$1.56 per 100 pounds for 1.0 miles.	1,600
402	Camp McDermitt, Nev.	June 26, 1874	Lieut. Col. A. R. Eddy with Charles Kember	For 400,000 pounds of barley, sacked, at \$2.75 per 100 pounds.	2,800
403	do	June 26, 1874	Lieut. Col. A. R. Eddy with George E. Johnson	For 160,000 pounds of straw, stacked, at \$4.50 per 1,000 pounds.	2,200
404	Fort Concho, Tex	June 23, 1874	Lieut. Col. S. R. Holdbird with E. Major	For 1,625,467 pounds of shelled corn, at \$2.03 per bushel.	10,000
405	San Francisco, Cal.	June 24, 1874	Lieut. Col. A. R. Eddy with B. M. Harshorn, president of the California Steam Navigation Company.	For transportation of officers, men, and landresses, with baggage, from San Francisco to Yuma de-pot, and return, at rates as follows: For officers, either way, \$30, coin; for men, either way, \$45, coin; for landresses, either way, \$45, coin.	.....
406	Philadelphia, Pa.	July 10, 1874	Col. L. C. Easton with Samuel H. Bumm and Henry Bumm.	For 6,000 bushels of oats, at 65 cents per bushel; 70 bushels of corn, at 80 cents per bushel; 54,000 pounds of straw, (rye), at 90 cents per 100 pounds.	.....
407	Fort Union depot, N. Mex.	July 23, 1874	Lieut. George F. Foote with George K. Noyes	For 155,334 pounds of corn, at \$2.72 for Mexican corn and \$3.90 per 100 pounds for American corn.	3,000
408	Fort Garland, Colo	Oct. 2, 1874	Capt. A. J. McGounigle with A. Staab	For 164,668 pounds of oats, at \$3.47 per 100 pounds.	2,000
409	do	Oct. 10, 1874	Capt. A. J. McGounigle with Gustav Bartels and Julius Bartels.	For 250,000 pounds of corn, at \$3.45 per 100 pounds; 250,000 pounds of corn, at \$4 per 100 pounds; 80,000 pounds of barley, at \$4.20 per 100 pounds.	8,000
410	Fort Bayard, N. Mex.	Oct. 6, 1874	Capt. A. J. McGounigle with Thomas J. Bull	For 150,000 pounds of corn, at \$2.91 per 100 pounds.	2,000
411	Fort McKee, N. Mex.	Oct. 2, 1874	Capt. A. J. McGounigle with A. Staab	For 500,000 pounds of corn, at \$2.94 per 100 pounds.	4,000
412	Fort Union depot, N. Mex.	Oct. 2, 1874	do	For 50,000 pounds of barley, at 41 cents per pound.	1,400
413	Fort McKee, N. Mex.	Oct. 12, 1874	Capt. A. J. McGounigle with Thomas J. Bull	For 225 cords of wood, at \$4.24 per cord; 60,000 pounds of barley, at \$34.40 per ton; 14,000 pounds of oats, at \$39.50 per ton; 96,000 pounds of hay, at \$12.40 per ton; 78,000 pounds of straw, at \$9.45 per ton.	2,000
414	Benicia arsenal, Cal.	June 23, 1874	Lieut. J. C. Clifford with J. G. Johnson	For 100,000 pounds of corn, at \$2.07 per 100 pounds; 100,000 pounds of corn, at \$2.21 per 100 pounds.	2,000
415	Fort Union depot, N. Mex.	Sept. 28, 1874	Lieut. George F. Foote with David Winternitz	For 75,000 pounds of corn, at \$2.18 per 100 pounds.	1,000
416	do	Sept. 28, 1874	Lieut. George F. Foote with Henry Geoeke	For 100,000 pounds of corn, at \$2.18 per 100 pounds.	1,000
417	do	Sept. 28, 1874	Lieut. George F. Foote with Emanuel Rosenwald	For 100,000 pounds of corn, at \$2.18 per 100 pounds.	1,000
418	do	Sept. 28, 1874	Lieut. George F. Foote with Charles Ifield	For 100,000 pounds of corn, at \$1.98 per 100 pounds.	1,000

## Abstract of contracts made by the Quartermaster's Department, &amp;c.—Continued.

No.	Place and date.	Parties.	Nature of contract.	Bond.
419	Fort Union depot, N. Mex.	Lieut. George F. Foote with Sigmond Wedeles	For 150,000 pounds of corn, at \$1.85 per 100 pounds; 50,000 pounds of oats, at \$2.39 per 100 pounds	\$2,000
420	do	Lieut. George F. Foote with Henry Korte	For 100,000 pounds of corn, at \$1.99 per 100 pounds	1,000
421	do	do	For 75,000 pounds of corn, at \$2.40 per 100 pounds; 75,000 pounds of oats, at \$2.25 per 100 pounds	2,000
422	do	Lieut. George F. Foote with J. B. Watrous	For 75,000 pounds of corn, at 3 cents per pound; 75,000 pounds of oats, at 2 1/2 cents per pound	2,000
423	do	Lieut. George F. Foote with G. W. Gregg	For 150,000 pounds of corn, at \$2.35 per 100 pounds	2,000
424	do	Capt. A. J. McDonigle with Vicente Romero	For 400,000 pounds of corn, at \$1.30 per 100 pounds; 100,000 pounds of oats, at \$1 per 100 pounds	4,000
425	do	Lieut. George F. Foote with Sigmond Wedeles	For 300,000 pounds of corn, at 1 cent per pound	500
426	Fort Gibson, Ind. T.	Lieut. Col. S. E. Holdard with T. T. McSpadden	For 333,560 pounds of corn, at 7 1/2 cents per bushel	5,000
427	Fort McPherson, Nebr.	Maj. Alex. J. Perry with Henry Suesenbach	For 900 cords of wood, at \$6.10 per cord	1,000
428	do	Maj. Alex. J. Perry with E. Welch	For 250 cords of wood, at \$6.25 per cord; 250 cords of wood, at \$6.43 per cord	1,000
429	do	Maj. Alex. J. Perry with Joseph Mackle	For 750 tons of hay, at \$6 per ton	1,000
430	Fort McPherson, Nebr.	Maj. Alex. J. Perry with R. C. Daugherty	For 250 tons of hay, at \$3.29 per ton	1,000
431	do	do	For 250 cords of wood, at \$6.25 per cord	1,000
432	Omaha barracks, Nebr.	Maj. Alex. J. Perry with Henry Fox	For 100 tons of hay, at \$3.45 per ton	1,000
433	do	Maj. Alex. J. Perry with S. C. Kuse	For 1680 cords of wood, at \$6.25 per cord	2,000
434	do	Maj. Alex. J. Perry with Nels Jorgensen	For 100 tons of hay, at \$4.79 per ton; 100 tons of hay, at \$5.10 per ton	1,000
435	Omaha depot, Nebr.	Maj. Alex. J. Perry with R. M. Forbes	For 100 tons of hay, at \$4.79 per ton; 100 tons of hay, at \$5.89 per ton	1,000
436	do	Maj. Alex. J. Perry with James G. Carpenter	For 300 tons of hay, at \$3.29 per ton	1,000
437	do	Maj. Alex. J. Perry with S. C. Kuse	For 500 cords of wood, at \$7.50 per cord	2,000
438	Sidney barracks, Nebr.	Maj. Alex. J. Perry with John B. Hudry	For 300 tons of hay, stacked, at \$14.45 per ton; 300 tons of hay, baled, at \$14.45 per ton	1,000
439	do	Maj. Alex. J. Perry with E. D. Lane	For 250 cords of wood, at \$3.99 per cord	1,000
440	Fort D. A. Russell, Wyo	Maj. Alex. J. Perry with L. Martin	For 1,775 cords of wood, at \$6.00 per cord	2,000
441	do	Maj. Alex. J. Perry with L. Martin	For 450 tons of hay, at \$14.50 per ton	3,000
442	Cheyenne depot, Wyo	Maj. Alex. J. Perry with E. D. Lane	For 250 cords of wood, at \$6.14 per cord	1,000
443	do	Maj. Alex. J. Perry with John B. Hudry	For 1,200 tons of hay, at \$14.45 per ton	4,000
444	do	Maj. Alex. J. Perry with L. Martin	For 300 tons of hay, at \$14.50 per ton	1,000
445	Department of the Platte	Maj. Alex. J. Perry with Otto Uhlig	For transportation of supplies from North Platte, Nebr., to posts near Red Cloud and Spotted Tail agencies, and Wheatstone agency, at \$2.33 per 100 pounds	2,000
446	do	Maj. Alex. J. Perry with George A. Draper	For transportation of supplies from Cheyenne depot, Wyo., to Forts Laramie and Fortman, Wyo., at schedule rates	5,000
447	do	Maj. Alex. J. Perry with Powell & Hathaway	For transportation of supplies from Medicine Bow to Fort Fetterman, Wyo., at 79 cents per 100 pounds	3,000
448	Fort Brady, Mich	Lieut. Col. Rufus Saxton with Henry Gardener	For 853,875 pounds of bit-coal, at \$10.25 per ton; 350,000 pounds of bituminous coal, at \$8.70 per ton; 25,185 pounds of oats, at 3 1/16 cts. per pound; 30,660 pounds of hay, at \$28 per ton; 25,176 pounds of straw, at \$21 per ton	2,000

430	Detroit, Mich.	June 12, 1874	Lieut. Col. Rufus Saxton with Owen French	For 64,000 pounds of oats, at 11 cents per pound	500
431	Detroit, Mich.	June 20, 1874	Lieut. Col. Rufus Saxton with Henry Gardiner Carpenter.	For 112,000 pounds of oats, at \$10.50 per ton; 26,400 pounds of straw, at \$11.50 per ton.	9,000
432	Port Gratiot, Mich.	June 17, 1874	Lieut. Col. Rufus Saxton with Owen French	For 60 cords of wood, at \$8.50 per cord; 10 cords of wood, at \$8.70 per cord;	1,000
433	do	June 18, 1874	Lieut. Col. Rufus Saxton with Michael Plant.	300,000 pounds of anthracite coal, at \$9 per ton; 20,000 of bituminous coal, at \$7.40 per ton.	500
434	do	June 20, 1874	Lieut. Col. Rufus Saxton with Henry McMoran	For 22,000 pounds of oats, at 11 cents per pound	250
435	Port Mackinac, Mich.	June 20, 1874	Lieut. Col. Rufus Saxton with James and John Holan.	For 210 cords of wood, at \$4.94 per cord; 25,000 pounds of hay, at \$17.95 per ton; 10,000 pounds of straw, at \$10.35 per ton.	200
436	do	June 20, 1874	Lieut. Col. Rufus Saxton with Thomas Chambers.	For 150,000 pounds of nut-coal, at \$6.27 per ton; 70,000 pounds of egg-coal, at \$8.27 per ton.	400
437	do	June 20, 1874	Lieut. Col. Rufus Saxton with J. H. Peabody	For 275 cords of wood, at \$8 per cord	100
438	Port Wayne, Mich.	June 17, 1874	Lieut. Col. Rufus Saxton with Owen French	For 32,000 pounds of hay, at \$36.24 per ton.	250
439	do	June 18, 1874	Lieut. Col. Rufus Saxton with Wusthoff & Konig.	For 70,000 pounds of nut-coal, at \$13.50 per ton; 80,000 pounds of egg-coal, at \$13.50 per ton; 25,000 pounds of oats, at 2 1/2 cents per pound; 15,000 pounds of straw, at \$20 per ton.	500
440	do	June 20, 1874	Lieut. Col. Rufus Saxton with Henry Gardiner Carpenter.	For 60,000 pounds of oats, at 14 cents per pound; 82,000 pounds of hay, at \$21.50 per ton.	500
441	do	June 20, 1874	Lieut. Col. Rufus Saxton with Stubensky & Capt. John F. Rodgers with B. H. Classen	For 500 cords of wood, at \$7 per cord	2,000
442	Baltimore, Md., Fort McHenry, Md., and Fort Foote, Md.	July 7, 1874	Capt. John F. Rodgers with W. H. Richus	For 30,000 pounds of straw, at \$12 per ton	2,000
443	Port McHenry, Md.	July 7, 1874	Capt. John F. Rodgers with T. Edward Clarke & Co.	For 975,000 pounds of chestnut-coal, at \$8.10 per ton; 25,000 pounds of egg-coal, at \$8.10 per ton.	1,000
444	do	July 7, 1874	Capt. John F. Rodgers with Fall & Edgar	For 48,000 pounds of coal, at \$7.50 per ton; 88 cords of wood, at \$7.90 per cord; 35,040 pounds of oats, at 67 cents per bushel; 40,880 pounds of hay, at \$23 per ton; 9,600 pounds of straw, at \$18 per ton; 470,246 pounds of hay, at \$23 per ton; 17,000 pounds of straw, at \$21 per ton.	3,000
445	Port Foote, Md.	July 7, 1874	Capt. John F. Rodgers with George H. Gaddis	For 100,000 pounds of corn, at 72 cents per bushel; 296,348 pounds of oats, at 59 cents per bushel.	2,300
446	do	July 7, 1874	Lieut. Col. A. R. Eddy with Dorsey & Crosby	For 671 cords of wood, at \$5.25 per cord; 1,060,638 pounds of coal, at \$6.27 per ton.	3,000
447	Camp Hancock, Nev.	June 26, 1874	Lieut. Col. A. R. Eddy with Charles Bowling	For 150,307 pounds of rye straw, at \$16 per ton.	4,000
448	Camp McDermitt, Nev.	June 26, 1874	Lieut. Col. A. R. Eddy with John Clifford	For 800,000 pounds of anthracite coal, as follows: Egg-size, \$5.90 per ton; nut-size, \$5.30 per ton.	600
449	Camp Gaston, Cal.	June 30, 1874	Lieut. Col. S. B. Holabird with George J. Shields	For 9,855 pounds of corn, at 93 cents per bushel; 8,655 pounds of oats, at 71 cents per bushel; 20,290 pounds of hay, at \$26 per ton.	250
450	Austin, Tex.	June 30, 1874	Lieut. Col. S. B. Holabird with W. C. Graham	For 900 cords of wood, at \$2.40 per cord; 600,000 pounds of barley, at \$26.25 per 1,000 pounds of straw, at \$6.25 per 1,000 pounds.	7,000
451	Denison, Tex.	July 7, 1874	Lieut. Col. S. B. Holabird with George J. Shields	For 300 cords of wood, at \$6.60 per cord	3,000
452	Port Griffin, Tex.	June 16, 1874	Lieut. Col. S. B. Holabird with C. H. Conradt & Co.	For 2,222 bushels of oats, at 88 cents per bushel	1,000
453	Little Rock, Ark.	June 19, 1874	Maj. H. C. Hodges with P. L. S. Virden	For 2,222 bushels of corn, at \$1.12 per bushel	1,000
454	do	June 23, 1874	Maj. H. C. Hodges with W. A. Carter	For corn as required, at \$2.95 per ton; oats as required, at \$4.75 per ton	5,000
455	Jackson, Miss.	July 10, 1874	Maj. Alexander J. Perry with W. D. Foster	For feed as required, at \$5.90 per cord	200
456	Port Bridger, Wyo.	July 10, 1874	Maj. Alexander J. Perry with W. D. Foster	For lease of site, in part of post of Jackson, Miss., at \$50 per month	2,000
457	Camp Douglas, Utah	July 10, 1874	Maj. Alexander J. Perry with W. D. Foster	For 300 tons of hay, at \$26.75 per ton.	2,000
458	do	July 10, 1874	Maj. Alexander J. Perry with W. D. Foster	For 1,050 cords of wood, at \$10.45 per cord	3,000

*Abstract of contracts made by the Quartermaster's Department, &c.—Continued.*

No.	Place and date.	Parties.	Nature of contract.	Bond.
479	Post of Beaver, Utah.....	Maj. Alexander J. Perry with R. T. Beall.....	For 130 tons of hay, at \$19.93 per ton.....	\$4,000
480	Rock Springs, Wyo.....	Maj. Alexander J. Perry with E. P. Snow.....	For 600 tons of coal, at \$2.25 per ton.....	4,000
481	Post near Spotted Tail's or Whetstone agency near Nebraska boundary-line.	Maj. Alexander J. Perry with Reel & Abney.....	For 2,250 cords of wood, at \$6.45 per cord.....	3,000
482	Department of the Platte.	Maj. Alexander J. Perry with Gordon & Co.....	For transportation of supplies from southern terminus of the Utah Southern Railroad to Cameron, Utah, at \$1.25 per 100 pounds per 100 miles.....	5,000
483	Fort McRae, N. Mex.....	Lieut. George F. Foote with Rafael Tafolla.....	For 100 cords of wood, at \$4.90 per cord.....	200
484	do.....	do.....	For 600 bushels of charcoal, at 18 cents per bushel.....	100
485	Camp McDermitt, Nev.....	Lieut. Col. A. R. Eddy with H. L. Hopkin.....	For 50 cords of wood, at \$38.50 per cord.....	500
486	Camp Halleck, Nev.....	Lieut. Col. A. R. Eddy with R. L. Bacon.....	For 1,500 bushels of charcoal, at 47 cents per bushel.....	200
487	Fort Seward, Dak.....	Maj. B. G. Card with Scott & Bergman.....	For 400 cords of wood, at \$9.30 per cord.....	1,300
488	Fort McHenry, Md.....	Maj. J. J. Dapa with Scott & Bergman.....	For 300 artillery horses, at \$106.75 each.....	2,000
489	Fort Griffin, Tex.....	Lieut. Col. S. B. Holabird with Orrin D. Harrison.....	For 375,000 pounds of oats, at \$1.54 per 100 pounds.....	5,000
490	Fort Brown, Tex.....	Lieut. Col. S. B. Holabird with José Fernandez Y. Hermano.....	For 300,000 pounds of corn, at 97 cents per bushel.....	5,000
491	Fort McIntosh, Tex.....	Lieut. Col. S. B. Holabird with Samuel Swivner.....	For 50,000 pounds of corn, at \$1.65 per bushel.....	1,000
492	Ringgold barracks, Tex.....	Lieut. Col. S. B. Holabird with H. W. Fields.....	For 1,000,000 pounds of corn as follows: At \$1.20 per bushel for deliver- ies to January 1, 1875; \$1.40 per bushel, January 1 to April 1, 1875, and \$1.20 per bushel from April 1 to June 30, 1875.....	1,000
493	Fort Riley, Kans.....	Col. S. Van Vliet with Thomas Dixon.....	For 200 cords of wood, at \$7.30 per cord.....	1,500
494	Fort Larned, Kans.....	Col. S. Van Vliet with Stephen Ryan.....	For 250 cords of wood, at \$9.20 per cord.....	2,500
495	Camp Supply, Ind. T.....	Col. S. Van Vliet with George W. Russell.....	For 1,230 tons of hay, at \$7.00 per ton.....	3,000
496	do.....	Col. S. Van Vliet with Henry H. Deuling.....	For 1,030 cords of wood, at \$7.50 per cord.....	2,500
497	Fort Hays, Kans.....	Col. S. Van Vliet with Hill P. Wilson.....	For 1,520 tons of hay, at \$11.25 per ton.....	5,000
498	do.....	Col. S. Van Vliet with M. Goldsoll.....	For 2,100 cords of wood, at \$7.45 per cord.....	5,000
499	Fort Leavenworth, Kans.....	Col. S. Van Vliet with Henry Grobheim.....	For 2,500 cords of wood, at \$5.93 per cord.....	6,000
500	do.....	Col. S. Van Vliet with M. I. Bulkey.....	For 700 tons of hay, at \$7.45 per ton.....	2,000
501	Fort Wallace, Kans.....	Col. S. Van Vliet with Samuel Weisselbaum.....	For 600 cords of wood, at \$19.61 per cord.....	4,000
502	do.....	Col. S. Van Vliet with Robert Smith.....	For 350 tons of hay, at \$9.25 per ton.....	1,500
503	Fort Lyon, Colo.....	Col. S. Van Vliet with Owen Duffy.....	For 675 tons of hay, at \$8.50 per ton.....	2,000
504	do.....	Col. S. Van Vliet with Newton Mariett.....	For 900 cords of cedar wood, at \$7 per cord; 1,400 cords of cottonwood, at \$4 per cord.....	5,000
505	Fort Dodge, Kans.....	Col. S. Van Vliet with Robert Parham.....	For 600 cords of wood, at \$15.37 per cord.....	3,000
506	Fort Larned, Kans.....	Col. S. Van Vliet with Robert M. Wright.....	For 150 tons of hay, at \$7.45 per ton.....	3,400
507	Fort Dodge, Kans.....	do.....	For 500 tons of wood, at \$10.00 per cord.....	2,500
508	Department of the Platte.	Maj. Alex. J. Perry with N. Baldwin.....	For transportation of supplies from Bryan to Camp Stambaugh and Camp Brown, Wyo., at wholesale rates.....	5,000
509	Camp Stambaugh, Wyo.....	do.....	For 100 tons of hay, at \$23.75 per ton.....	1,000
510	Omaha depot, Nebr.....	Maj. Alex. J. Perry with William Murray.....	For 1,983,340 pounds of corn, at 653 cents per bushel.....	3,000
511	do.....	Maj. Alex. J. Perry with C. W. Lyman.....	For 430,280 pounds of oats, at 614 cents per bushel.....	2,000
512	North Platte, Nebr.....	Maj. Alex. J. Perry with Joseph Mackle.....	For 150 cords of wood, at \$6.65 per cord.....	1,000
513	do.....	Maj. Alex. J. Perry with John Pratt.....	For 250 tons of hay, at \$5.14 per ton.....	1,000



514	Post of Houder, Fort Cam- eron, Utah.	July 10, 1874	Maj. Alex. J. Perry with A. B. Tanner	For 1,025 cords of wood, at \$1.74 per cord	2,000
515	Fort Sanders, Wyo.	June 30, 1874	Maj. Alex. J. Perry with E. D. Lane	For 350 cords of wood, at \$1.42 per cord.	1,000
516	New York City.	Sept. 28, 1874	Maj. Alex. J. Perry with New York Safety Steam Heating Co.	For one steam-launch, \$6,000	5,000
517	Fort Sanders, Wyo.	July 10, 1874	Maj. Alex. J. Perry with Charles Hutton	For 165 tons of hay, at \$7.50 per ton.	1,000
518	Fort Fred Steele, Wyo.	June 30, 1874	Maj. Alex. J. Perry with E. D. Lane	For 300 cords of wood, at \$1.48 per cord.	1,000
519	do	July 10, 1874	Maj. Alex. J. Perry with Robert Foote	For 200 tons of hay, stacked, at \$16.39 per ton; 100 tons of hay, baled, at \$18 per ton.	2,000
520	Camp Stambaugh, Wyo.	July 10, 1874	Maj. Alex. J. Perry with Phillip Winsor	For 300 cords of wood, at \$1.50 per cord	1,000
521	Camp Brown, Wyo.	July 10, 1874	Maj. Alex. J. Perry with Holbrook & Atkinson	For 1,600 cords of wood, at \$1.25 per cord	2,000
522	do	July 10, 1874	do	For 750 tons of hay, at \$16 per ton.	3,000
523	Fort Laramie, Wyo	July 10, 1874	Maj. Alex. J. Perry with J. D. May	For 655 tons of hay, stacked, at \$19.90 per ton; 335 tons of hay, baled, at \$23.90 per ton.	5,000
524	Post near Red Cloud agen- cy, near Nebraska bound- ary-line.	July 10, 1874	Maj. Alex. J. Perry with H. Inase.	For 275 tons of hay, at \$22.25 per ton	2,000
525	Post near Red Cloud agen- cy, near Nebraska bound- ary-line.	July 6, 1874	Maj. Alex. J. Perry with Reel & Abney	For 2,250 cords of wood, at \$5.65 per cord	3,000
526	Fort Laramie, Wyo.	July 10, 1874	Maj. Alex. J. Perry with William Guiterman.	For 750 cords of wood, at \$9 per cord for pine and \$7.50 for cottonwood.	2,000
527	Post near Red Cloud agen- cy near Nebraska bound- ary-line.	July 10, 1874	Maj. Alex. J. Perry with J. W. Dear	For 110 tons of hay, at \$20 per ton; 100 tons of hay, at \$22 per ton	1,000

Official:

M. C. MEIGS,  
Quartermaster-General U. S. A.

QUARTERMASTER-GENERAL'S OFFICE,  
Washington, D. C., January 6, 1875.

WAR DEPARTMENT,  
OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
*Washington, D. C., October 29, 1874.*

SIR: I have the honor to inclose herewith a statement of contracts made in the Subsistence Department in the fiscal year ending June 30, 1874.

Very respectfully, your obedient servant,

A. BECKWITH,  
*Assistant Commissary-General Subsistence.*  
The Hon. SECRETARY OF WAR.



Statement of contracts made in the Subsistence Department during the fiscal year ending June 30, 1874.

Stations.	By whom made.	Contractor.	Date.	Commencing.	Ending.	Price paid for—	
Port McHenry, Md.	Burns, Maj. W. W.	Gathright & Vain.	July 1, 1873	July 1, 1873	Dec. 31, 1873	Fresh beef, 10½ cts. per lb.	
Rock Island, Ill.	Wright, Lieut. E. M.	Schindler, T. E.	July 1, 1873	July 1, 1873	June 30, 1874	Fresh beef, 84 cts. per lb.	Sales.
Fort Wood, N. Y.	Burns, Maj. W. W.	Swanlon, A. J.	July 16, 1873	July 16, 1873	Dec. 31, 1873	Fresh beef, 18 cts. per lb.	
Fort Wadsworth, N. Y.	do	Henning & Rudman.	July 14, 1873	July 16, 1873	Dec. 31, 1873	Fresh beef, 10 cts. per lb.	
do	do	do	July 14, 1873	July 16, 1873	Dec. 31, 1873	Fresh beef, 13 cts. per lb.	
Fort Warren, Mass.	do	Pratt, Andrew.	July 10, 1873	July 16, 1873	Dec. 31, 1873	Corned beef, 10 cts. per lb.	Sales.
do	do	do	July 10, 1873	July 16, 1873	Dec. 31, 1873	Chosen beef, 99 cts. per lb.	
do	do	do	July 10, 1873	July 16, 1873	Dec. 31, 1873	Chosen beef, 13 cts. per lb.	
Fort Independence, Mass.	do	do	July 10, 1873	July 16, 1873	Dec. 31, 1873	Corned beef, 10 cts. per lb.	
do	do	do	July 10, 1873	July 16, 1873	Dec. 31, 1873	Chosen beef, 20 cts. per lb.	Sales.
do	do	do	July 10, 1873	July 16, 1873	Dec. 31, 1873	Fresh beef and mutton, 5.9 cts. per lb.	Coin.
Bonelia Barracks, Cal.	Knox, Lieut. T. T.	Emery & Bowen.	July 18, 1873	July 1, 1873	June 30, 1874	Fresh beef.	Coin sales.
do	do	do	July 18, 1873	July 1, 1873	June 30, 1874	Fresh beef, 4.99 cts. per lb.	Coin.
San José Point, Cal.	Wilson, Capt. Thomas.	Katz, Frederick.	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
Presidio, S. F., Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
Angel Island, Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
Yuma Island, Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
Alcatraz Island, Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
San José Point, Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	Fresh beef, 12½ cts. per lb.	Do.
Presidio, S. F., Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
Angel Island, Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
Yuma Island, Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
Alcatraz Island, Cal.	do	do	Aug. 6, 1873	July 1, 1873	June 30, 1874	do	Do.
Camp Gaston, Cal.	Haskell, Lieut. H. I.	Saf, John.	July 24, 1873	July 1, 1873	June 30, 1874	Fresh beef, 9½ cts. per lb.	
Fort Graham, Tex.	French, Capt. J. W.	Moore, James.	July 24, 1873	July 1, 1873	June 30, 1874	Fresh beef, 14 cts. per lb.	
David Island, N. Y.	Burns, Maj. W. W.	Evans, J. M.	July 31, 1873	Aug. 1, 1873	June 30, 1874	Fresh beef, 10 cts. per lb.	
do	do	do	July 31, 1873	Aug. 1, 1873	June 30, 1874	Fresh beef, 17 cts. per lb.	Sales.
Humboldt, Tenn.	Haines, Maj. T. J.	Sill, E. J.	Sept. 5, 1873	Sept. 10, 1873	June 30, 1874	Fresh beef, 8 cts. per lb.	
Wentworth arsenal, N. Y.	Hittman, Lieut. John.	O'Brien, P.	Nov. 1, 1873	Nov. 1, 1873	Apr. 30, 1874	Fresh beef, 11 cts. per lb.	
Washington, D. C.	Bell, Maj. George.	Varnell, J. T.	Oct. 31, 1873	Nov. 1, 1873	June 30, 1874	Fresh beef, 16 cts. per lb.	Sales.
do	do	do	Oct. 31, 1873	Nov. 1, 1873	June 30, 1874	Fresh beef, 12 cts. per lb.	
do	do	do	Oct. 31, 1873	Nov. 1, 1873	June 30, 1874	Corned beef, 10 cts. per lb.	
do	do	do	Oct. 31, 1873	Nov. 1, 1873	June 30, 1874	Mutton, 16 cts. per lb.	
Fort Tulerosa, N. Mex.	Hair, Lieut. Thomas.	Chase, J. P.	Oct. 18, 1873	Nov. 1, 1873	June 30, 1873	Fresh beef, 12½ cts. per lb.	
Jackson, Miss.	Shelly, Lieut. J. O.	Mull, L. M. & G.	Oct. 8, 1873	Oct. 8, 1873	June 30, 1874	Fresh beef, 10½ cts. per lb.	Sales.
Fort Whipple, Va.	Grimes, Lieut. G. S.	Robertson, W. H.	Dec. 19, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 15 cts. per lb.	
do	do	Gamble, J. A.	Dec. 19, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 9.37 cts. per lb.	
Frankford arsenal, Pa.	Phippa, Lieut. F. H.	Gutwirth, Thomas.	Dec. 16, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 9 cts. per lb.	
Wilket Point, N. Y.	Payson, Lieut. A. H.	Cuthbertson, F.	Dec. 12, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 8.96 cts. per lb.	
Jackson Barracks, Miss.	Shelly, Lieut. J. O.	Mull, L. M. & G. W.	Dec. 1, 1873	Dec. 1, 1873	June 30, 1874	Fresh beef, 10½ cts. per lb.	
Newport Barracks, Ky.	Marcotte, Lieut. H.	Mortice, J. & S.	Dec. 27, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 7.23 cts. per lb.	
Fort Hamilton, N. Y.	Simpson, Lieut. Col. M. D. L.	Walsh, John.	Dec. 30, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 74 cts. per lb.	Sales.
Fort Adams, R. I.	do	Spooner, Charles.	Dec. 15, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 25 cts. per lb.	

Statement of contracts made in the Subsistence Department, &amp;c.—Continued.

Stations.	By whom made.	Contractor.	Date.	Commencing.	Ending.	Price paid for—	Sales.
Fort Adams, R. I.	Simpson, Lieut. Col. M. D. L.	Spooher, Charles.	Dec. 15, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 10 cts. per lb.	Sales.
Fort Foote, Md.	do	Kelly, J. R.	Dec. 22, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 15 cts. per lb.	Sales.
Fort Ontario, N. Y.	do	Phillips, J. H.	Dec. 22, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 19 cts. per lb.	Sales.
do	do	do	Dec. 17, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 15 cts. per lb.	Sales.
Fort Niagara, N. Y.	do	Mendham, W.	Dec. 18, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 7 1/2 cts. per lb.	Sales.
do	do	do	Dec. 18, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 14 cts. per lb.	Sales.
Fort Warren, Mass.	do	Mayhew, H. L.	Dec. 31, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 11 cts. per lb.	Sales.
do	do	do	Dec. 31, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 20 cts. per lb.	Sales.
Fort Independence, Mass.	do	do	Dec. 31, 1873	Jan. 1, 1874	June 30, 1874	Corried beef, 10 cts. per lb.	Sales.
do	do	do	Dec. 31, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 14 cts. per lb.	Sales.
do	do	do	Dec. 31, 1873	Jan. 1, 1874	June 30, 1874	Corried beef, 10 cts. per lb.	Sales.
Fort Trumbull, Conn.	do	Clark & Smith	Dec. 24, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 15 cts. per lb.	Sales.
Watertown Arsenal, Mass.	Bryant, Lieut. Cullen	Plaisted, E. S.	Jan. 1, 1874	Jan. 1, 1874	June 30, 1874	Fresh beef, 19 1/2 cts. per lb.	Sales.
Fort McHenry, Md.	Simpson, Lieut. Col. M. D. L.	Gaithright & Vain.	Dec. 30, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 20 cts. per lb.	Sales.
do	do	do	Dec. 30, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 11 1/2 cts. per lb.	Sales.
Fort Wood, N. Y.	do	Robinson, Thomas	Dec. 29, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 9 2/3 cts. per lb.	Sales.
Fort Wadsworth, N. Y.	do	Farley, Peter	Dec. 29, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 20 cts. per lb.	Sales.
do	do	do	Dec. 29, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 9 1/2 cts. per lb.	Sales.
Plattburgh Barracks, N. Y.	do	McKee, P.	Jan. 1, 1874	Jan. 1, 1874	June 30, 1874	Fresh beef, 10 1/2 cts. per lb.	Sales.
Fort Wayne, Mich.	do	Barlum, Thomas	Dec. 19, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 12 1/2 cts. per lb.	Sales.
do	do	do	Dec. 19, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 9 1/2 cts. per lb.	Sales.
Savannah, Ga.	Kilburn, Col. C. L.	Ross, J.	Dec. 19, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 12 cts. per lb.	Sales.
Charleston, S. C.	do	Cunningham, G. J.	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 12 cts. per lb.	Sales.
McPherson Barracks, Ga.	do	Sparks, J. W. & Sons.	Dec. 15, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 9 1/2 cts. per lb.	Sales.
Lancaster, Ky.	do	Willard, C. R.	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 9 1/2 cts. per lb.	Sales.
Fort Porter, N. Y.	Simpson, Lieut. Col. M. D. L.	Burgard, W. M.	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 25 cts. per lb.	Sales.
Fort Preble, Me.	do	Howell & Morse	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 14 cts. per lb.	Sales.
do	do	do	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	do	Sales.
Fort Gratiot, Mich.	do	Huner & Co	Dec. 31, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 19 cts. per lb.	Sales.
do	do	do	Dec. 31, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 23 cts. per lb.	Sales.
Chattanooga, Tenn.	Kilburn, Col. C. L.	Williams & Bayling.	Jan. 1, 1874	Jan. 1, 1874	June 30, 1874	Fresh beef, 41 cts. per lb.	Sales.
Fort Walla Walla, Wash.	Bel. Capt. W. H.	Gibson, P.	Dec. 1, 1873	Dec. 16, 1873	June 30, 1874	Fresh beef, 11 cts. per lb.	Sales.
Lebanon, Ky.	Kilburn, Col. C. L.	Maclean & Clements.	Jan. 1, 1874	Feb. 1, 1874	Aug. 1, 1874	Fresh beef, 12 1/2 cts. per lb.	Sales.
Alledghy Arsenal, Pa.	do	Price, F. D.	Jan. 1, 1874	Jan. 1, 1874	June 30, 1874	Fresh beef, 10 1/2 cts. per lb.	Sales.
Frankfort, Ky.	Michaelis, Lieut. O. E.	Shayle, William	Dec. 29, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 13 1/2 cts. per lb.	Sales.
David's Island, N. Y.	Kilburn, Col. C. L.	Stephens, W.	Jan. 16, 1874	Feb. 1, 1874	June 30, 1874	Fresh beef, 10 1/2 cts. per lb.	Sales.
Fort Monroe, Va.	Simpson, Lieut. Col. M. D. L.	Evans, J. M.	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 10 cts. per lb.	Sales.
do	do	Baum, J. E.	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 10 cts. per lb.	Sales.
Madison Barracks, N. Y.	do	Freleigh, B.	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 12 1/2 cts. per lb.	Sales.
Fort Mifflin, N. C.	Kilburn, Col. C. L.	Daniels, C. T.	Dec. 20, 1873	Jan. 1, 1874	June 30, 1874	Fresh beef, 21 cts. per lb.	Sales.
Little Rock Barracks, Ark.	Cushman, Lieut. E.	Johnson & Popp	Jan. 30, 1874	Feb. 1, 1874	June 30, 1874	Fresh beef, 21 cts. per lb.	Sales.

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## Statement of contracts made in the Subsistence Department, &amp;c.—Continued.

Stations.	By whom made.	Contractors.	Date.	Commencing.	Ending.	Price paid for—	
Fort McHenry, Md.	Simpson, Lieut. Col. M. D. L.	Pentz, J. W. D.	June 26, 1874	July 1, 1874	June 30, 1875	Fresh beef, 125 cts. per lb.	Salva.
Do	do	do	June 26, 1874	July 1, 1874	June 30, 1875	Fresh beef, 193 cts. per lb.	
Fort Niagara, N. Y.	do	Calvert, George.	June 10, 1874	July 1, 1874	June 30, 1875	Fresh beef, 11 cts. per lb.	
Do	do	do	June 10, 1874	July 1, 1874	June 30, 1875	do	
Port Ontario, N. Y.	do	do	June 12, 1874	July 1, 1874	June 30, 1875	Fresh beef, 14 cts. per lb.	
Do	do	Matson, H. L.	June 12, 1874	July 1, 1874	June 30, 1875	Fresh beef, 14 cts. per lb.	
Port Warren, Mass.	do	Hagenbrach, A. L.	June 11, 1874	July 1, 1874	June 30, 1875	Fresh beef, 6.8 cts. per lb.	Salva.
Do	do	Simonds, W.	June 11, 1874	July 1, 1874	June 30, 1875	Fresh beef, 25 cts. per lb.	
Do	do	do	June 11, 1874	July 1, 1874	June 30, 1875	do	
Fort Independence, Mass.	do	do	June 11, 1874	July 1, 1874	June 30, 1875	Corned beef, 10 cts. per lb.	
Do	do	do	June 11, 1874	July 1, 1874	June 30, 1875	do	
Do	do	do	June 11, 1874	July 1, 1874	June 30, 1875	Fresh beef, 14 cts. per lb.	
Fort Wayne, Mich.	do	do	June 11, 1874	July 1, 1874	June 30, 1875	Fresh beef, 35 cts. per lb.	Salva.
Do	do	Venn, T. J.	June 27, 1874	July 1, 1874	June 30, 1875	Fresh beef, 6.9 cts. per lb.	
Port Mackinac, Mich.	do	do	June 27, 1874	July 1, 1874	June 30, 1875	Fresh beef, 10 cts. per lb.	
Do	do	Calixtus, F.	June 27, 1874	July 1, 1874	June 30, 1875	Fresh beef, 14 cts. per lb.	
Fort Hamilton, N. Y.	do	do	June 26, 1874	July 1, 1874	June 30, 1875	do	
Fort Grant, Mich.	do	Walsh, John	June 26, 1874	July 1, 1874	June 30, 1875	do	
Do	do	Huner & Co.	June 10, 1874	July 1, 1874	June 30, 1875	Fresh beef, 94 cts. per lb.	Net.
Do	do	do	June 10, 1874	July 1, 1874	June 30, 1875	Fresh beef, 12 cts. per lb.	Do.
Fort Wood, N. Y.	do	do	June 28, 1874	July 1, 1874	June 30, 1875	Fresh beef, 10.6 cts. per lb.	
Nashville, Tenn.	Kilburn, Col. C. L.	Horn, George	June 28, 1874	July 1, 1874	June 30, 1875	Fresh beef, 8.7 cts. per lb.	
West Point, N. Y.	Marshall, Lieut. J. M.	Coe, Adam	May 30, 1874	July 1, 1874	Dec. 31, 1874	Fresh beef, 13 cts. per lb.	
Fort Lyons, Colo.	Gilman, Capt. J. H.	Schneider, M.	June 5, 1874	July 1, 1874	June 30, 1875	Fresh beef, 8 cts. per lb.	Net.
Do	do	Leitch, C. P.	Apr. 27, 1864	July 1, 1874	June 30, 1875	Beef-cattle, 8 cts. per lb.	Do.
Fort Riley, Kans.	do	Dixon, Thomas	Apr. 27, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 7.94 cts. per lb.	
Do	do	do	Apr. 29, 1874	July 1, 1874	June 30, 1875	Fresh beef, 7.94 cts. per lb.	
Fort Larned, Kans.	do	Wright, R. M.	Apr. 23, 1874	July 1, 1874	June 30, 1875	Fresh beef, 8.75 cts. per lb.	Net.
Do	do	do	Apr. 23, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 8.75 cts. per lb.	Do.
Camp Supply, Ind. T.	do	Reynolds, A. E.	Apr. 20, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 7.9 cts. per lb.	
Do	do	do	Apr. 20, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 7.9 cts. per lb.	
Fort Hays, Kans.	do	Kaufholes, Charles	Apr. 22, 1874	July 1, 1874	June 30, 1875	Fresh beef, 7.9 cts. per lb.	Net.
Do	do	do	Apr. 22, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 84 cts. per lb.	Do.
Fort Dodge, Kans.	do	Chick, Levi	Apr. 22, 1874	July 1, 1874	June 30, 1875	do	
Do	do	do	Apr. 22, 1874	July 1, 1874	June 30, 1875	Fresh beef, 84 cts. per lb.	
Fort Leavenworth, Kans.	do	Kirch, John	Apr. 20, 1874	July 1, 1874	June 30, 1875	Fresh beef, 8.74 cts. per lb.	Net.
Do	do	do	Apr. 20, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 8.74 cts. per lb.	Do.
Saint Louis Barracks, Mo.	Ponrose, Capt. C. B.	Pagels, F. G.	May 16, 1874	July 1, 1874	June 30, 1875	Fresh beef, 5.45 cts. per lb.	
Saint Louis, Mo.	do	do	May 16, 1874	July 1, 1874	June 30, 1875	Mutton, 5.45 cts. per lb.	
Saint Louis, Mo.	do	do	May 16, 1874	July 1, 1874	June 30, 1875	Fresh beef, 10 cts. per lb.	Net.
Fort Wallace, Kans.	Gilman, Capt. J. H.	Patton, H. W.	May 16, 1874	July 1, 1874	June 30, 1875	Mutton, 10 cts. per lb.	Salva.
Do	do	do	May 22, 1874	July 1, 1874	June 30, 1875	Fresh beef, 124 cts. per lb.	
Willet's Point, N. Y.	Greene, Lieut. B. D.	Munson, R. S.	May 22, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 124 cts. per lb.	
Fort Columbia, N. Y.	Rutherford, Lieut. R. G.	Evans, J. M.	June 3, 1874	July 1, 1874	June 30, 1875	Fresh beef, 11.9 cts. per lb.	
New York City	do	do	June 3, 1874	July 1, 1874	June 30, 1875	Fresh beef, 18 cts. per lb.	



Statement of contracts made in the Subsistence Department, &amp;c.—Continued.

Stations.	By whom made.	Contractors.	Date.	Commencing.	Ending.	Price paid for—
Fort Fred Steele, Wyo	Hawkins, Capt. J. P.	Hailey, Ora	May 21, 1874	July 1, 1874	June 30, 1875	Fresh beef, 6.95 cts. per lb.
Do	do	do	May 21, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 61 cts. per lb.
Camp Hamblough, Wyo.	Hawkins, Capt. J. P.	Moore, J. K.	May 21, 1874	July 1, 1874	June 30, 1875	Fresh beef, 8 cts. per lb.
Do	do	do	May 21, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 8 cts. per lb.
Camp near Spotted Tail agency	do	Curry, A.	May 21, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 9 cts. per lb.
Do	do	do	May 21, 1874	July 1, 1874	June 30, 1875	Fresh beef, 9 cts. per lb.
McPherson Barracks, Neb.	do	Bratt, John	May 21, 1874	July 1, 1874	June 30, 1875	Fresh beef-cattle, 4.50 cts. per lb.
Do	do	do	May 21, 1874	July 1, 1874	June 30, 1875	Fresh beef, 4.50 cts. per lb.
North Platte, Neb.	do	do	May 21, 1874	July 1, 1874	June 30, 1875	Fresh beef, 4.54 cts. per lb.
Do	do	do	May 21, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 4.54 cts. per lb.
Omaha Barracks, Neb.	do	Bonner, James	June 5, 1874	July 1, 1874	June 30, 1875	Fresh beef, 7.9 cts. per lb.
Do	do	do	June 5, 1874	July 1, 1874	June 30, 1875	Fresh beef, 12.4 cts. per lb.
Camp near Red Cloud agency	do	Curry, A.	May 21, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 91 cts. per lb.
Do	do	do	May 21, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 91 cts. per lb.
Fort Sanders, Wyo	do	Hutton & Metcalf	May 21, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 5 cts. per lb.
Do	do	do	May 21, 1874	July 1, 1874	June 30, 1875	Fresh beef, 5.72 cts. per lb.
Savannah, Ga.	Kilburn, Col. C. J.	Rose, Joseph	June 25, 1874	July 1, 1874	Dec. 31, 1874	Fresh beef, 61 cts. per lb.
Benicia arsenal, Cal	Clifford, Lieut. J. C.	Newman, A.	June 12, 1874	July 1, 1874	June 30, 1875	Fresh beef, 12.4 cts. per lb.
Do	do	do	June 12, 1874	July 1, 1874	June 30, 1875	Fresh beef, 12.4 cts. per lb.
Do	do	do	June 12, 1874	July 1, 1874	June 30, 1875	Mutton, 10 cts. per lb.
Fort Hall, Idaho	Wilson, Capt. Thomas	Hughan, Charles	Apr. 8, 1874	July 1, 1874	June 30, 1875	Fresh beef, 15 cts. per lb.
Do	do	do	Apr. 8, 1874	July 1, 1874	June 30, 1875	Fresh beef, 15 cts. per lb.
Portland, Oreg	Boyle, Lieut. W. H.	Bergman, Isaac	June 1, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 9 cts. per lb.
Fort Walla-Walla, Wash	do	Ellis, L.	May 20, 1874	July 1, 1874	June 30, 1875	Fresh beef, 3.46 cts. per lb.
Fort Cape Disappointment, Wash	do	Baker, G. M.	May 19, 1874	July 1, 1874	June 30, 1875	Fresh beef, 3.46 cts. per lb.
Fort Lapwai, Idaho	do	Rawley & Woodson	May 19, 1874	July 1, 1874	June 30, 1875	Fresh beef, 3.46 cts. per lb.
Fort Boise, Idaho	do	Transactier, H. C.	May 15, 1874	July 1, 1874	June 30, 1875	Fresh beef, 2.68 cts. per lb.
Camp Harney, Oreg	do	Montgomery, C. H.	May 14, 1874	July 1, 1874	June 30, 1875	Fresh beef, 2.68 cts. per lb.
Do	do	Miller, J. S.	May 11, 1874	July 1, 1874	June 30, 1875	Fresh beef, 2.68 cts. per lb.
Fort Concho, Texas	Schreiner, Capt. H.	Roberts, J. H. V.	June 16, 1874	July 1, 1874	June 30, 1875	Fresh beef, 3.4 cts. per lb.
Do	do	do	June 16, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 3.4 cts. per lb.
Fort Duncan, Tex.	do	do	June 16, 1874	July 1, 1874	June 30, 1875	Fresh beef, 3.4 cts. per lb.
Do	do	do	June 16, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 3.4 cts. per lb.
Fort Sill, Indian Ter	Kilburn, Col. C. L.	Stearling, W. D.	June 16, 1874	July 1, 1874	June 30, 1875	Fresh beef, 3.4 cts. per lb.
Frankfort, Ky.	Sullivan, Capt. T. C.	Ruch, Louis	June 15, 1874	July 1, 1874	June 30, 1875	Fresh beef, 3.45 cts. per lb.
Columbia, S. C.	do	do	June 30, 1874	July 1, 1874	Dec. 31, 1874	Fresh beef, 3.45 cts. per lb.
New Orleans, La.	Schreiner, Capt. H.	Mahle, C. H.	June 20, 1874	July 1, 1874	June 30, 1875	Fresh beef, 8 cts. per lb.
Jackson Barracks, La	Hawkins, Capt. J. P.	Callahan, James	June 15, 1874	July 1, 1874	June 30, 1875	Fresh beef, 11.4 cts. per lb.
Sidney Barracks, Neb.	do	do	May 22, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 61 cts. per lb.
Do	Schreiner, Capt. H.	Field, H. B.	June 15, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 4 cts. per lb.
Fort Brown, Tex.	do	do	June 15, 1874	July 1, 1874	June 30, 1875	Fresh beef, 34 cts. per lb.
Do	do	do	June 15, 1874	July 1, 1874	June 30, 1875	Mutton, 6 cts. per lb.
Fort Clark, Tex.	do	Roberts, J. H. V.	June 16, 1874	July 1, 1874	June 30, 1875	Fresh beef, 31 cts. per lb.
Do	do	do	June 16, 1874	July 1, 1874	June 30, 1875	Beef-cattle, 3 cts. per lb.



Statement of contracts made in the Subsistence Department, &amp;c.—Continued.

Stations.	By whom made.	Contractors.	Date.	Commencing.	Ending.	Price paid for—
Richmond, Va.	Warrington, Lieut. L.	Callahan, P. B.	July 1, 1873	July 8, 1873	Dec. 31, 1873	Complete rations, 50 cts. per ration.
Baltimore, Md.	Robinson, Capt. G. T.	Conley, C. C.	July 1, 1873	July 10, 1873	Dec. 31, 1873	Complete rations, 50 cts. per ration.
New York, N. Y.	Casey, Capt. J. S.	Kohn, H.	July 1, 1873	Aug. 1, 1873	June 30, 1874	Complete rations, 60 cts. per ration.
Sacramento, Cal.	O'Berne, Lieut. R. F.	Land, W.	July 1, 1873	July 5, 1873	Dec. 31, 1873	Complete rations, 50 cts. per ration.
Louisville, Ky.	Moore, Lieut. O. H.	Lemberger, H. C.	July 1, 1873	July 1, 1873	June 30, 1874	Complete rations, 50 cts. per ration.
Albany, N. Y.	Loshe, Lieut. C. F.	Moore, Annie	Sept. 1, 1873	Sept. 1, 1873	Dec. 31, 1873	Complete rations, 45 cts. per ration.
Washington, D. C.	Dyer, Jr., Lieut. A. B.	O'Rourke, John	Oct. 29, 1873	Oct. 29, 1873	June 30, 1874	Complete rations, 50 cts. per ration.
Do	do	Peak, James	Nov. 5, 1873	Nov. 1, 1873	June 30, 1874	Complete rations, 50 cts. per ration.
Indianapolis, Ind.	Steele, Lieut. G. W.	Müller, G. F.	Nov. 1, 1873	Nov. 1, 1873	June 30, 1874	Complete rations, 50 cts. per ration.
Do	Warrington, Lieut. L.	do	Nov. 1, 1873	Nov. 1, 1873	June 30, 1874	Complete rations, 50 cts. per ration.
Baltimore, Md.	Moale, Capt. E.	Heilman, P.	Dec. 15, 1873	Jan. 1, 1874	June 30, 1874	Complete rations, 50 cts. per ration.
Chicago, Ill.	Walker, Lieut. M.	Priesmeier, G.	Dec. 13, 1873	Jan. 1, 1874	June 30, 1874	Complete rations, 50 cts. per ration.
Philadelphia, Pa.	McCawley, Lieut. H. M.	Moore, James	July 1, 1873	July 1, 1873	June 30, 1874	Complete rations, 40 cts. per ration.
Cincinnati, Ohio.	Kramer, Lieut. Adam	Reuchert, B.	Jan. 1, 1874	Jan. 1, 1874	June 30, 1874	Complete rations, 60 cts. per ration.
Sacramento, Cal.	O'Berne, Capt. R. F.	Land, W.	Jan. 1, 1874	Jan. 1, 1874	June 30, 1874	Complete rations, 50 cts. per ration.
New York, N. Y.	Horton, Capt. J.	Hartigan, C.	Jan. 21, 1874	Feb. 1, 1874	June 30, 1874	Complete rations, 50 cts. per ration.
Dubuque, Iowa.	Logan, Lieut. W.	Neff, J.	Jan. 14, 1874	Jan. 14, 1874	June 30, 1874	Complete rations, 47 1/2 cts. per ration.
Cleveland, Ohio.	Coe, Capt. J. N.	Barrett, D. T.	Jan. 1, 1874	Jan. 1, 1874	June 30, 1874	Complete rations, 51 cts. per ration.
Chicago, Ill.	Carroll, Capt. H.	Dutcher, B. T.	Dec. 29, 1873	Dec. 29, 1873	June 30, 1874	Complete rations, 40 cts. per ration.
Boston, Mass.	Ward, Lieut. H. C.	Laus, G. A.	Dec. 25, 1873	Jan. 1, 1874	June 30, 1874	Complete rations, 50 cts. per ration.
Albany, N. Y.	Loshe, Lieut. C. F.	Rogan, James	Apr. 1, 1874	Apr. 1, 1874	June 30, 1874	Complete rations, 45 cts. per ration.
Saint Louis, Mo.	Durham, Lieut. Cass	Ford, C. H.	June 5, 1874	July 1, 1874	June 30, 1875	Complete rations, 50 cts. per ration.
Buffalo, N. Y.	Walker, Lieut. M.	Gavin, John	June 13, 1874	July 1, 1874	June 30, 1875	Complete rations, 50 cts. per ration.
New York, N. Y.	Casey, Capt. J. S.	Kohn, Hy	June 15, 1874	July 1, 1874	June 30, 1875	Complete rations, 60 cts. per ration.
Boston, Mass.	Ward, Lieut. H. C.	Potter, John P.	June 10, 1874	July 1, 1874	Dec. 31, 1874	Complete rations, 50 cts. per ration.
Elmira, N. Y.	McNottville, Capt. W.	Corbett, W. G.	June 8, 1874	July 1, 1874	Dec. 31, 1874	Complete rations, 50 cts. per ration.
Jersey City, N. J.	Hard, Lieut. R. W.	Ewing, Daniel	June 30, 1874	July 1, 1874	Dec. 31, 1874	Complete rations, 50 cts. per ration.
Baltimore, Md.	Monk, Capt. E.	Heilmann, P.	June 18, 1874	July 1, 1874	Dec. 31, 1874	Complete rations, 50 cts. per ration.
Boston, Mass.	Ropes, Lieut. J. M.	Potter, J. P.	June 9, 1874	July 1, 1874	Dec. 31, 1874	Complete rations, 50 cts. per ration.



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## Statement of contracts made in the Subsistence Department, &amp;c.—Continued.

Stations.	By whom made.	Contractors.	Date.	Commencing.	Ending.	Price paid for—
Fort Richardson, Tex.	Schreiner, Capt. H.	Fenton E.	June 13, 1874	July 1, 1874	June 30, 1875	Flour, 5.67 cts. per lb.
Fort Marcy, N. Mex.	Cushing, Capt. S. T.	Elliott & Kuch.	Mar. 31, 1874	July 1, 1874	June 30, 1875	Beans, 3.86 cts. per lb.
Camp Baker, Mont.	Du Barry, Major B.	Helfner, W. H.	Apr. 1, 1874	Apr. 1, 1874	Sept. 30, 1874	Flour, 3.65 cts. per lb.
Fort Shaw, Mont.	do	Murphy, Neil & Co.	Apr. 1, 1874	Apr. 1, 1874	Sept. 30, 1874	Flour, 3.75 cts. per lb.
Fort Stevenson, Dak.	do	Leighton, A. C.	June 23, 1874	June 23, 1874	Sept. 15, 1874	Hay, \$8.42 per ton
Grand River agency, Dak.	do	Stevenson, D.	June 24, 1874	June 24, 1874	Sept. 15, 1874	Hay, \$14.50 per ton
Fort Buford, Dak.	do	Leighton, A. C.	June 23, 1874	June 23, 1874	Sept. 15, 1874	Hay, \$13.99 per ton
Lower Brule agency, Dak.	do	Bordeau, Jas.	June 25, 1874	June 21, 1874	Sept. 15, 1874	Hay, \$7.70 per ton
Fort Wadsworth, Dak.	do	Baldwin, T. W.	June 26, 1874	June 24, 1874	Sept. 15, 1874	Hay, \$4.37 per ton
Fort Sully, Dak.	do	Pracock, Jos.	June 17, 1874	June 17, 1874	Sept. 15, 1874	Hay, \$9.50 per ton
Fort Rice, Dak.	do	Nichols, W. W.	June 23, 1874	June 23, 1874	Sept. 15, 1874	Hay, \$6.98 per ton
Fort Bliss, Tex.	do	Sander, Jos.	June 17, 1874	July 1, 1874	June 30, 1875	Flour, 3.77 cts. per lb.
Fort Quitman, Tex.	Schreiner, Capt. H.	do	June 17, 1874	July 1, 1874	June 30, 1875	Flour, 4.27 cts. per lb.
Post of Beaver, Utah.	Hawkins, Capt. J. P.	Hall, J. C.	June 30, 1874	July 1, 1874	June 30, 1875	Flour, 4.73 cts. per lb.
Portland, Oreg.	Boyle, Lieut. W. H.	Wilson, J. Y.	May 19, 1874	July 1, 1874	July 31, 1874	Prime mess pork, \$27.50 per bbl.
Do.	do	do	May 19, 1874	July 1, 1874	July 31, 1874	Sugar-cured hams, 10 cts. per lb.

A. BECKWITH,  
Assistant Commissary-General Subsistence.

OFFICE COMMISSARY-GENERAL SUBSISTENCE,  
Washington, D. C., October 20, 1874.

OFFICE OF THE CHIEF OF ENGINEERS,  
Washington, D. C., January 2, 1875.

SIR: In accordance with the 5th section of the act of Congress of 21st April, 1808, I have the honor to transmit herewith a list of contracts made by officers of the Corps of Engineers during the year 1874.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
Brig. Gen. and Chief of Engineers.

HON. WM. W. BELKNAP,  
Secretary of War.

List of contracts made by the Engineer Department and received at the office of the Chief of Engineers during the year 1874, required by 5th section of the act of April 21, 1808, chapter 4, to be annually reported to Congress.

Contractors.	Date.	Objects and terms of contracts.
Marshall Parks with Maj. W. P. Craighill, Corps of Engineers.	Jan. 27, 1874	For dredging in the Elizabeth River, Va., at 43 cents per cubic yard. Contract expired June 15, 1874.
Atlantic Dredging Company with Lieut. Col. George Thom, Corps of Engineers.	Mar. 5, 1874	For dredging the upper middle bar, Boston Harbor, Mass., at 64 cents per cubic yard, including removing and dumping, and at \$35 per cubic yard for removal of ledge and boulders exceeding six tons in weight. Contract expires January 1, 1875.
Spalding & Bennett with Maj. F. Harwood, Corps of Engineers.	Apr. 21, 1874	For dredging upon the bar at the mouth of Buffalo River, N. Y., at 24 cents per cubic yard. Expiration of contract not stated.
Edward LeProhon with Lieut. Col. George Thom, Corps of Engineers.	May 1, 1874	For removing three sunken ledges in Sullivan Falls, Me., at \$34 per cubic yard, measured <i>in situ</i> . Contract expired September 1, 1874.
Benjamin Maillefert with Maj. Q. A. Gillmore, Corps of Engineers.	May 1, 1874	For removing 2,000 cubic yards of stone from Bowman's Jetty, Charleston Harbor, at \$4 per cubic yard. Contract expires January 1, 1875.
Morris & Cumings Dredging Company with Maj. W. P. Craighill, Corps of Engineers.	June 1, 1874	For dredging in Nausemond River, Va., at 20 cents per cubic yard. Contract expired July 15, 1874.
Willard & Mercer with Maj. F. U. Farquhar, Corps of Engineers.	July 2, 1874	For furnishing and placing 800 cords of stone, and leveling the same in the piers at the natural entry to the Bay of Superior, at \$5.15 per cord. Contract expired September 15, 1874.
Illinois Central Railroad Company with Maj. D. C. Houston, Corps of Engineers.	July 7, 1874	For cutting down the south pier at Chicago Harbor, adjacent to a solid wharf of the Illinois Central Railroad Company, at its own expense. Expiration of contract not stated.
Cornelius Daly with Maj. John M. Wilson.	July 23, 1874	For dredging in the harbor of Ogdensburgh, N. Y., at 94 cents per cubic yard. Contract expired October 20, 1874.
O. J. Jennings with Maj. John M. Wilson, Corps of Engineers.	July 23, 1874	For dredging in the harbor of Oak Orchard, N. Y., at 70 cents per cubic yard for blasted rock, mud, sand, and stiff clay. Contract expired November 1, 1874.
Do.....	July 23, 1874	For dredging or removing from the channel between the piers at Olcott Harbor, N. Y., 2,578 cubic yards of red sandstone rock, at \$3.45 per cubic yard. Contract expires June 1, 1875.
Thomas Keeler with Maj. John M. Wilson, Corps of Engineers.	July 23, 1874	For dredging 14,000 cubic yards in the harbor of Pultneyville, N. Y., of sand, gravel, cobble-stone, small boulders, &c., at 32½ cents per cubic yard. Contract expired November 25, 1874.
Henry J. Mowry with Maj. John M. Wilson, Corps of Engineers.	July 23, 1874	For dredging in the channel of Great Sodus Bay, between the piers, at 22½ cents per cubic yard. Contract expires June 1, 1875.
Charles J. DeGraw with Maj. John M. Wilson, Corps of Engineers.	July 23, 1874	For rebuilding and constructing 350 linear feet of the east breakwater at Big Sodus Bay, N. Y., at, for hemlock timber and plank per thousand feet board-measure, \$24, and for iron per pound, 6 cents, delivered and worked in; and \$6 per cord for 100 cords stone. Contract expired November 1, 1874.
Do.....	July 23, 1874	For constructing 500 linear feet of breakwater at Little Sodus Harbor, renew the deck-plank and joists on 600 linear feet of the east pier, and complete the filling of the same, at, for hemlock timber and plank, \$23 per thousand feet, board-measure, and \$34 for pine; 6 cents per pound for iron, \$5 per cord for stone, and 1 cent per pound for driving 500 pounds iron furnished by the United States. Contract expires June 1, 1875.

*List of contracts made by the Engineer Department, &c.—Continued.*

Contractors.	Date.	Objects and terms of contracts.
Thomas Keeler with Maj. John M. Wilson, Corps of Engineers.	July 23, 1874	For building at Pultneyville, N. Y., 110 linear feet of pier complete, at, for hemlock timber and plank, \$22 per thousand feet, board-measure; pine timber and plank, \$32 per thousand feet, board-measure; oak posts, 2 feet, \$60 per thousand feet, board-measure; trenails, each 10 cents; iron, 8 cents per pound; and \$6 per cord for stone, all to be delivered and worked in the pier. Contract expired November 1, 1874.
John B. Bachelder with Maj. G. K. Warren, Corps of Engineers.	Apr. 25, 1874	For delivering, in accordance with specifications, 3,000 sets of map, three sheets comprising each set, showing the positions of both armies at the battle of Gettysburgh on the mornings and evenings of July 1, 2, and 3, 1863, for \$15,000. Date of expiration of contract not stated.
Albert Boeschke with Maj. G. H. Mendell, Corps of Engineers.	July 23, 1874	For dredging in the harbor of Wilmington, Cal., 100,000 cubic yards, at 49 cents per cubic yard, and \$2.50 for each ton of stone removed from the channel. Contract expires July 1, 1875.
William E. Strong with Maj. D. C. Houston, Corps of Engineers.	July 28, 1874	For constructing and putting in place at the harbor of refuge, at entrance to Sturgeon Bay Canal, Wisconsin, 64 feet of pile pier, at 30 cents per linear foot for 12 by 12 inch pine timber, \$28 per 1,000 feet board-measure for oak timber, and \$15 for pine plank; 12 cents per linear foot for Norway pine piles; 64 cents for iron screw-bolts and 2½ cents for drift-bolts per pound; 6 cents per pound for spikes; \$12 per cord for stone and \$6 for brush; 20 cents per linear foot for framing, including bolting and finishing in place pine timber, and 50 cents for oak; \$6 per 1,000 feet board-measure for laying and spiking plank, and 25 cents per linear foot for driving piles. Contract expired December 1, 1874.
Edward Moore with Lieut. Col. George Thom, Corps of Engineers.	July 31, 1874	For excavating and removing 475 cubic yards of ledge from the channel, at the Gulf or Upper Narrows, in Cochecho River, New Hampshire, at \$30 per cubic yard. Contract expires June 30, 1875.
Curtis, Fobes & Co., with Maj. W. P. Craighill, Corps of Engineers.	Aug. 1, 1874	For dredging in the Patapsco River, Maryland, at 16 cents per cubic yard. Contract expires June 30, 1875.
G. H. Ferris with Maj. W. P. Craighill, Corps of Engineers.	Aug. 10, 1874	For dredging in the Appomattox River, Virginia, at 20 cents per cubic yard. Contract expires April 1, 1875.
Green Bay Dredge and Pile-Driver Company with Maj. D. C. Houston, Corps of Engineers.	Aug. 12, 1874	For dredging 17,000 cubic yards in the harbor of Green Bay, Wisconsin, at 24 cents per cubic yard. Contract expired November 15, 1874.
Fox & Howard with Maj. D. C. Houston, Corps of Engineers.	Aug. 12, 1874	For dredging 40,000 cubic yards in the harbor of Sheboygan, Wisconsin, at 24 cents per cubic yard. Contract expired November 15, 1874.
Albert Conro with Maj. D. C. Houston, Corps of Engineers.	Aug. 12, 1874	For dredging 30,000 cubic yards in the harbor of Milwaukee, Wisconsin, at 28½ cents per cubic yard. Contract expired November 1, 1874.
Edward Powell with Maj. D. C. Houston, Corps of Engineers.	Aug. 12, 1874	For constructing 50 feet of pier-work in the harbor of Marquette, Michigan, at 18 cents per linear foot for 12 by 18 inch pine timber, and the same for 12 by 12 inch; \$35 per 1,000 feet board-measure oak timber, and \$12 for pine plank; 5 cents per pound for iron drift-bolts, 9 cents for screw-bolts, and 6 cents for spikes; \$7.75 per cord for stone; 10 cents per linear foot for framing, including labor of construction, placing, sinking, and filling cribs; \$2 per 1,000 feet board-measure for laying and spiking plank. Contract expired December 1, 1874.
Green Bay Dredge and Pile-Driver Company with Maj. D. C. Houston, Corps of Engineers.	Aug. 12, 1874	For constructing 294 feet of pile pier in the harbor of Menominee, Mich. and Wis., at 12 cents per linear foot for 12 by 12 inch pine timber; \$25 per 1,000 feet, board-measure, for oak timber, and \$11 for pine plank; 20 cents per linear foot for white-oak piles and 8 cents for Norway pine piles; 4 cents per pound for iron drift-bolts, 6 cents for screw-bolts, and 5 cents for spikes; \$8 per cord for stone and \$2.50 for slabs; 20 cents for framing, including bolting and finishing in place oak timber, per linear foot, and 15 cents for pine timber; \$7 per 1,000 feet, board-measure, for laying and spiking plank; 18 cents per linear foot for driving piles. Contract expired December 1, 1874.
F. M. Knapp with Maj. D. C. Houston, Corps of Engineers.	Aug. 12, 1874	For construction of 50 feet of pile pier at the harbor of Racine, Wis., at 25 cents per linear foot for 12 by 18 inch pine timber and 22 cents for hemlock; 17 cents for 12 by 12 inch hemlock timber and 20 cents for 12 by 12 inch pine timber; \$35 per 1,000 feet, board-measure, for oak timber and \$15 for pine plank; 30 cents per linear foot for white-oak piles; 4 cents per pound for iron drift-bolts, 9 cents for screw-bolts, and 6 cents for spikes;

*List of contracts made by the Engineer Department, &c.—Continued.*

Contractors.	Date.	Objects and terms of contracts.
F. M. Knapp with Maj. D. C. Houston—Continued.	Aug. 12, 1874	\$12.50 per cord for stone; \$5 for brush and slabs; 15 cents for framing, including construction, placing, sinking, and filling cribs with stone, per linear foot; \$5 each for driving piles. Contract expired December 1, 1874.
F. M. Knapp with Maj. D. C. Houston, Corps of Engineers	Aug. 12, 1874	For constructing 50 feet of pier work in the harbor of Kenosha, Wis., at 25 cents per linear foot for 12 by 18 inch pine timber, and 22 cents for hemlock; 17 cents for 12 by 12 inch hemlock timber and 20 cents for 12 by 12 inch pine; \$35 per 1,000 feet, board-measure, for oak timber and \$16 for pine plank; 30 cents per linear foot for white-oak piles; 9 cents per pound for iron screw-bolts, 4 cents for drift-bolts, and 8 cents for spikes; \$12 per cord for stone and \$5 for brush and slabs; 15 cents for framing, including placing, sinking, and filling cribs with stone, per linear foot; \$12 per 1,000 feet, board-measure, for laying and spiking plank, and \$5 each for driving piles. Contract expired December 1, 1874.
Calvin C. Barnes with Maj. D. C. Houston, Corps of Engineers.	Aug. 12, 1874	For constructing 300 feet of pier work in Manitowoc Harbor, Wis., at 38 cents per linear foot for 12 by 18 inch pine timber, and 30 cents for hemlock; 14 cents for 12 by 12 inch hemlock timber and 20 cents for pine; \$12 per 1,000 feet, board-measure, for oak timber and pine plank; 15 cents per linear foot for white-oak piles; 3½ cents per pound for iron drift-bolts, 5½ cents for screw-bolts, and 4 cents for spikes; \$8 per cord for stone and \$2 for brush and slabs; 10 cents per linear foot for framing, including construction, placing, sinking, and filling cribs with stone; \$2 per 1,000 feet, board-measure, for laying and spiking plank, and \$4 each for driving piles. Contract expired December 1, 1874.
Willard S. Carlin with Maj. G. L. Gillespie, Corps of Engineers.	Aug. 13, 1874	For dredging 4,000 cubic yards of sand from the harbor of Calumet, Ill., at 17½ cents per cubic yard, measured in the scows. Contract expired November 15, 1874.
Augustus R. Wright with Lieut. Col. George Thom, Corps of Engineers.	Aug. 15, 1874	For dredging 3,000 cubic yards in Camden Harbor, Me., at 28 cents per cubic yard. Contract expires July 31, 1875.
Edward Le Prehon with Lieut. Col. George Thom, Corps of Engineers.	Aug. 15, 1874	For removing three sunken ledges in the Narrows of Kennebec River, Me., to a depth of 12 feet below mean low water, at \$35.50 per cubic yard. Contract expires June 30, 1875.
Cornelius Daly with Maj. John M. Wilson, Corps of Engineers.	Aug. 17, 1874	For dredging in the harbor of Waddington, N. Y., at \$1 per cubic yard for bowlders, cobble-stones, stiff clay, mud, &c., and 24 cents per cubic yard for mud, sand, sawdust, &c. Contract expires June 1, 1875.
William Richardson with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17, 1874	For furnishing four dredges and two scows and one tug for dredging in Toledo Harbor, Ohio, at \$350 per day of ten hours, and \$20 demurrage per day when idle, except Sunday. Contract expires November 30, 1875.
Cartwright, McCurdy & Co., with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17, 1874	For furnishing wrought-iron materials for the following harbors, viz: Black River, Ohio, 2.7 cents per pound for 1 inch square drift-bolts, 5.2 cents for 1½ inch diameter round-head, nut-screw, and washer bolts, and 4½ cents per pound for spikes; Rocky River, Ohio, 2.7 cents per pound for 1 inch square drift-bolts and 4½ cents for spikes; Cleveland Harbor, Ohio, 2.6 cents for 1 inch square drift-bolts, 5.1 cents for 1½ inch diameter round-head, nut-screw, and washer bolts, 5.4 cents for tie rods, chains, plates, &c., and 4.2 cents for spikes; Grand River, Ohio, 2.7 cents per pound for 1 inch square drift-bolts, 5.2 cents for 1½ inch diameter round-head, nut-screw, and washer bolts, and 4.2 cents for spikes; Ashtabula Harbor, Ohio, 2.7 cents for 1 inch square drift-bolts, 5.3 cents for 1½ inch diameter round-head, nut-screw, and washer bolts, and 4½ cents for spikes; Dunkirk Harbor, N. Y., 2.8 cents for 1½ inch square drift-bolts; 5.4 cents for beveled-headed and washer bolts, 5.3 cents for 1½ inch diameter round-head, nut-screw, and two-washer bolts, and 4½ cents for spikes. Contract expired December 1, 1874.
John Stang with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17, 1874	For furnishing material and labor and extending the east and west piers at Black River Harbor, Ohio, at \$14 per 1,000 feet, board-measure, for hemlock, and \$16.75 for pine timber and lumber; 2½ cents per linear foot for framing, placing, boring for bolting, bolting and securing in place all crib-work in the work below water; 9 cents per linear foot for all timber in superstructure; \$6.50 per 1,000 feet, board-measure, for fitting, gaining, and fastening all joists, scantling, planks, and boards, and \$7 for furnishing and putting into the work all stone per cord. Contract expires December 1, 1875.

*List of contracts made by the Engineer Department, &c.—Continued.*

Contractors.	Date.	Objects and terms of contracts.
James Caldwell with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17, 1874	For furnishing labor and materials for extending the pier at Rocky River, Ohio, at \$19 per 1,000 feet, board-measure, for hemlock timber and lumber, and \$30 for pine; 8½ cents for framing, placing, boring for bolting, bolting and securing in place in the work below water all crib-work, and in the superstructure 9 cents; \$7 per 1,000 feet, board-measure, for fitting, gaining, and fastening all joists, scantling, planks, and boards, and \$7.50 per cord for all stone furnished and put into the work. Contract expires June 30, 1875.
J. M. Sterling with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17, 1874	For furnishing labor and material and repairing United States canal revetment at Monroe Harbor, Michigan, at \$24 per 1,000 feet, board-measure, for oak timber and lumber; 25 cents per linear foot for oak piles driven in place; 5.35 per pound for iron nuts, screws, and washer-bolts, and 4.15 for spikes; 11 cents for driving, bolting, and fastening in place all oak sheet-piling driven, per linear foot; 8 cents for framing, bolting, and fastening in place all caps, sills, and fenders, per linear foot. Contract expires June 30, 1875.
O. J. Jennings with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17, 1874	For furnishing labor and materials, continuing the construction of the breakwater, and removing debris of old breakwater on line of extension at Dunkirk, N. Y., at \$22 per 1,000 feet, board-measure, for hemlock timber and lumber, \$30 for pine, and \$40 for oak; \$1.80 per cubic yard for drilling, blasting, and removing all slate-rock required; 14 cents per linear foot for framing, boring for bolting, bolting and securing in place all timber in superstructure; \$12 per 1,000 feet, board-measure, for fitting, gaining, and fastening all joists, scantling, planks, and boards; 14 cents per linear foot for framing, placing, boring for bolting, bolting, and securing in place in the work, below water, all crib-work; \$12 per cord for all stone put in the work. Contract expires November 1, 1875.
Hemenway & Garfield with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17, 1874	For furnishing all labor and machinery, tools, &c., required to extend the west pier and construct a catch-sand fence, and to furnish, drive, and fasten in place all sheet-piling; also to furnish all dredges, scows, and tugs necessary to do the dredging required in Ashtabula Harbor; at \$17.50 per thousand feet board-measure for hemlock and pine timber and lumber; 11 cents per linear foot for framing, boring for bolting, placing, bolting, and securing in place below water of all crib-work, and for the superstructure; \$6 per thousand feet, board-measure, for fitting, gaining, and fastening all joists, scantling, planks, and boards; \$9 per cord for stone furnished and put in cribs and superstructure; 15 cents per linear foot for driving and fastening in place all sheet-piling; 50 cents per linear foot for furnishing material and building catch-sand fence; 28 cents per cubic yard for dredging and removing all sand required, except in crib areas. Contract expires November 1, 1875.
Hemenway & Garfield with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17, 1874	For furnishing all material and labor and extending the east and west piers at Grand River Harbor, Ohio, at \$12 per thousand feet, board-measure, for hemlock timber and lumber, \$19.50 for pine, and \$25 for oak; 15 cents per linear foot for framing, boring for bolting, bolting, and securing in place in the crib-work below water, and 9 cents for superstructure; \$5 for fitting, gaining, and fastening all joists, scantling, planks, and boards per thousand feet, board-measure; and \$8 per cord for stone put in the work. Contract expires November 1, 1875.
Hemenway & Garfield with Lieut. Col. C. E. Blunt, Corps of Engineers.	Aug. 17 1874	For furnishing material and labor required, and repairing the east and west piers at Cleveland Harbor, Ohio, at \$15 per thousand feet, board-measure, for pine timber and lumber and \$30 for oak; 28 cents per linear foot for driving piles, (to include removal and replacing of 399 cords of stone without extra charge;) \$6 per thousand feet, board-measure, for removing old timber; 10 cents per linear foot for framing, placing, boring for bolting, bolting, and securing in place crib-work below water, and the same for superstructure; \$6 per thousand feet, board-measure, for fitting, gaining, and fastening all joists, scantling, planks, and boards; and \$7 per cord for stone put in the work. Contract expires November 1, 1875.
William L. Smith with Capt. S. M. Mansfield, Corps of Engineers.	Aug. 17 1874	For furnishing materials, labor, machinery, and appliances, and constructing and sinking one crib 50 by 30 feet, in prolongation of the south pier at Frankfort Harbor, Michigan, at 22 cents per cubic foot for furnish-



*List of contracts made by the Engineer Department, &c.—Continued.*

Contractors.	Date.	Objects and terms of contracts.
William L. Smith with Capt. S. M. Mansfield, Corps of Engineers—Continued.	Aug. 17, 1874	ing, framing, bolting, putting in place, and sinking pine timber, and the same for oak; \$11 per cord for stone put in pier; $5\frac{1}{2}$ cents per pound for wrought-iron drift-bolts and spikes, and 7 cents for screw-bolts and washers, and \$3 per cord for brush put in pier. Contract expired October 1, 1874.
Culbert & Hopkins with Maj. G. L. Gillespie, Corps of Engineers.	Aug. 18, 1874	For constructing and putting in place, at Michigan City Harbor, Indiana, 700 feet of pile breakwater, at \$18 per thousand feet, board-measure, 10 by 12 inch oak timber; \$8.50 for 2-inch hemlock plank; \$10 for 4 by 6 inch and 10 by 12 inch pine timber; 16 cents per linear foot for white-oak piles, and 12 cents for Norway pine piles; 7 cents per pound for iron screw-bolts, nuts, and washers; \$11 per cord for stone, \$4 for slabs, and \$5 for brush; 15 cents per linear foot for framing, including bolting, and finishing in place oak timber; 35 cents per linear foot for driving piles. Contract expires September 1, 1875.
Bram J. Lutes with Maj. F. T. Fanqubar, Corps of Engineers.	Aug. 19, 1874	For repairing piers and revetments, and building the pile revetment that may be required at Ontonagon Harbor, Michigan, at 23 cents per linear foot for furnishing, framing, putting in place, and bolting 12 by 12 inch pine timber; furnishing piles, 12 cents, and driving same, 35 cents per linear foot; furnishing, framing, putting in place, and bolting oak timber, 12 by 8 inch, 25 cents per linear foot; $4\frac{1}{2}$ cents per pound for wrought-iron drift, and 5 cents for screw-bolts; 64 cents for spike; \$11 per cord for stone; \$3.50 for brush in fascines per cord; \$14 per thousand feet, board-measure, furnishing, framing, putting in place, and spiking plank and stringers. Contract expires September 1, 1875.
George Williams with Col. J. N. Macomb, Corps of Engineers.	Aug. 20, 1874	For excavating at the Rock Island Rapids, Mississippi River, at \$12 per cubic yard for rock excavation at Lower Chain, and \$16 per cubic yard for excavation at various places. Contract expires June 30, 1875.
Squier & White with Capt. S. M. Mansfield, Corps of Engineers.	Aug. 21, 1874	For constructing and sinking six cribs, 50 by 30 feet each, and building such revetment as may be required at the harbor of Grand Haven, Mich., at 27 cents per cubic foot for furnishing, framing, bolting, putting in place, and sinking pine timber, and 25 cents for oak; 40 cents per linear foot for 10 by 12 inch oak, and 25 cents for 4 by 8 inch oak; 44 cents per pound for drift-bolts and spikes, and 6 cents for screw-bolts and washers; 13 cents per linear foot for white-oak piles; \$11 per cord for stone in the pier, \$1.75 for slabs, and \$4 for brush; 18 cents per linear foot for driving piles. Contract expired December 1, 1874.
Dewar & Butters with Capt. S. M. Mansfield, Corps of Engineers.	Aug. 22, 1874	For constructing such pile revetment as may be required in the harbor of Manistee, Mich., at 32 cents per cubic foot for furnishing, framing, bolting, and putting in place pine timber; 40 cents per linear foot for 12 by 12 inch, and 35 cents for 4 by 8 inch oak timber; 44 cents per pound for wrought-iron drift-bolts, and 6 cents for screw and washer bolts and washers; 74 cents for Norway pine, and 12 cents for white-oak piles, per linear foot; \$12 per cord for stone, and \$2 for slabs in the piers; 20 cents per linear foot for driving piles. Contract expires June 1, 1875, if required.
American Dredging Company with Lieut. Col. J. D. Kirtz, Corps of Engineers.	Aug. 22, 1874	For dredging 70,000 cubic yards of sand, gravel, &c., from the Schuylkill River, above Penrose Ferry, Pa., at 18 cents per cubic yard. Contract expires June 30, 1875.
American Dredging Company with Lieut. Col. J. D. Kirtz, Corps of Engineers.	Aug. 22, 1874	For dredging 35,000 cubic yards of sand, gravel, and small stones from the channel of the Delaware River from the east side of Periwig Island, at 16 cents per cubic yard. Contract expires June 30, 1875.
American Dredging Company with Lieut. Col. J. D. Kirtz, Corps of Engineers.	Aug. 22, 1874	For dredging 135 cubic yards of rock in the channel of Christiansa River, near Third-street bridge, Wilmington, Del., at \$40 per cubic yard. Contract expires December 30, 1875.
American Dredging Company with Lieut. Col. J. D. Kirtz, Corps of Engineers.	Aug. 22, 1874	For excavating and removing from the bar of the Delaware River, near Fort Mifflin, 173,000 cubic yards of sand, gravel, and other loose material, at 19 cents per cubic yard. Contract expired December 30, 1874.
Culbert & Hopkins with Capt. S. M. Mansfield, Corps of Engineers.	Aug. 24, 1874	For constructing and sinking one crib in prolongation of the south pier and building pile revetment in the harbor of Muskegon, Mich., at 35 cents per cubic foot for furnishing, framing, bolting, and putting in place and sinking 12 by 12 inch oak timber, and 29 cents for pine; 35 cents per linear foot for 10 by 12 inch oak timber; 30 cents for 4 by 8 inch oak; 6 cents per pound for drift-bolts and spikes, and 7 cents for screw-bolts and washers; 10 cents per linear foot for Norway pine, and 14 cents for

*List of contracts made by the Engineer Department, &c.—Continued.*

Contractors.	Date.	Objects and terms of contracts.
Culbert & Hopkins with Capt. S. M. Mansfield, Corps of Engineers—Continued.	Aug. 24, 1874	white-oak piles; \$12 per cord for stone, and \$3 each for brush and slabs in the pier; 23 cents per linear foot for driving piles. Contract expires August 1, 1875, if required.
Coates & Geer with Capt. S. M. Mansfield, Corps of Engineers.	Aug. 24, 1874	For constructing 400 feet of revetment at the harbor of Saginaw, Mich., at 25 cents per cubic foot for furnishing framing, bolting, and putting in place pine timber; 30 cents per linear foot for 10 by 12 inch oak; 25 cents for by 8 inch oak; 6 cents per pound for 1½-inch drift-bolts; 10 cents for screw-bolts and washers; 10 cents per linear foot for Norway pine, and 12 cents for white-oak piles; \$11 per cord for stone, and \$1.50 for slabs; 35 cents per linear foot for driving piles; 30 cents per cubic yard for removing old slabs; 33 cents per cubic yard for dredging sand, &c. Contract expires October 15, 1875, if required.
Jan Van Dyke & Co. with Capt. S. M. Mansfield, Corps of Engineers.	Aug. 25, 1874	For constructing and sinking 3 or 4 cribs in the harbor of Black Lake, Mich., at 22 cents per cubic foot for framing, bolting, and putting in place pine timber; 30 cents for 12 by 12 inch oak; \$10 per cord for stone in the pier; 4½ cents per pound for wrought-iron drift-bolts and spikes; 5½ cents for screw-bolts and washers; \$3 per cord for brush in pier. Contract expires July 1, 1875, if required.
M. F. Brainard with Maj. J. W. Barlow, Corps of Engineers.	Aug. 26, 1874	For dredging on the upper part of Penguin Shoal, harbor of Stonington, Conn., at 16½ cents per cubic yard. Contract expires June 30, 1875.
Hemenway, Garfield & Faris with Maj. G. Weitzel, Corps of Engineers.	Aug. 27, 1874	For constructing pile revetment at Carrolton Bar, Saginaw River, Mich., at \$30 per 1,000 feet, board-measure, for pine timber framed and put in place; 17 cents per linear foot for oak and Norway pine piles, per linear foot, driven; 5 cents per pound for drift and screw bolts and washers in place; \$1.25 per cord for slabs and edgings, placed; \$10 per cord for bowlder stone in place, and 40 cents per cubic yard for dredging. Contract expires June 30, 1875.
American Dredging Company with Lieut. Col. Q. A. Gillmore, Corps of Engineers.	Aug. 28, 1874	For dredging in the Savannah River, Georgia, at 25 cents per cubic yard. Contract expires October 1, 1875.
Alanson Dodge with Capt. S. M. Mansfield, Corps of Engineers.	Aug. 29, 1874	For constructing revetment of 300 feet, removing sand, other earth, and slabs at the harbor of South Haven, Mich., at 25 cents per cubic foot for furnishing, framing, bolting, and putting in place pine timber; 31 cents per linear foot for 10 by 12 inch oak; 18 cents for 4 by 8 inch oak; 5 cents per pound for iron 1½-inch drift-bolts, and 8 cents for screw-bolts and washers; 12 cents per linear foot for Norway pine, and 13 cents for white-oak piles; \$8 per cord for stone, and \$3 for slabs in the piers; 17 cents per linear foot for driving piles; 23 cents per cubic yard for dredging sand. Contract expires August 1, 1875, if required.
William D. Fuller with Lieut. Col. John Newton, Corps of Engineers.	Aug. 29, 1874	For constructing in the Hudson River an extension to the pile-dike at Cuyler's Bar, below Albany, 1,900 feet of the materials, manner of framing and fastening, of the kind and mode of filling, as set forth in the specifications and details attached to the contract. Contract expired December 31, 1874.
Curtis, Fobes & Co., with Lieut. Col. George Thom, Corps of Engineers.	Aug. 29, 1874	For dredging in the Penobscot River, Maine, 25,000 cubic yards, at 66 cents per cubic yard for slabs, edgings, and saw-dust, and 73 cents for bowlders, gravel, and sand. Contract expires November 30, 1875.
Do .....	Aug. 29, 1874	For dredging 18,000 cubic yards in Machias River, Maine, at 60 cents per cubic yard, measured by survey in the bed of the river. Contract expires September 30, 1875.
Curtis, Fobes & Co., with Maj. W. P. Craighill, Corps of Engineers.	Aug. 31, 1874	For excavating in the Cape Fear River, North Carolina, at 14 cents per cubic yard if deposited not less than 20 feet from channel; 15 cents if deposited on Government lighters, to be towed and deposited by Government tug; 16 cents if deposited in contractors' scows, to be removed and deposited by contractors. Contract expires February 1, 1875.
William H. Lloyd with Lieut. Col. George Thom, Corps of Engineers.	Aug. 31, 1874	For breaking up and removing the sunken ledge in the Narrows, Boston Harbor, at \$400, and for slate and Palmyra rocks, \$1,500. Contract expires June 30, 1875.
Luther Whitney with Lieut. Col. John Newton, Corps of Engineers.	Aug. 31, 1874	For extending the breakwater at Burlington, Vt., by one crib sunk and filled with stone, according to the specifications attached to the contract, at \$130 per linear foot for the crib-work complete and sunk in position, and \$29 per linear foot for the superstructure. Contract expires December 31, 1875.
Do .....	Aug. 31, 1874	For constructing one crib for a breakwater at Swanton Harbor, Vermont, according to specifications attached to the contract, at \$90 per linear foot for crib complete

*List of contracts made by the Engineer Department, &c.—Continued.*

Contractors.	Date.	Objects and terms of contracts.
Lorber Whitney with Lieut. Col. John Newton, Corps of Engineers.—Continued.	Aug. 31, 1874	and sunk in position, and \$29 per linear foot for superstructure complete. Contract expires December 31, 1875.
Harbor Improvement Company, Boston, Mass., with Lieut. Col. George Thom, Corps of Engineers.	Sept. 1, 1874	For dredging the upper middle bar, Boston Harbor, at 85 cents per cubic yard, and \$45 per cubic yard for rock-excitation. Contract expires conditionally.
W. J. Timberman & Co., with Col. J. N. Macomb, Corps of Engineers.	Sept. 2, 1874	For furnishing stone for the improvement of the Des Moines Rapids, at \$13 per cubic yard for face and dimension stone; \$7 for backing-stone; and \$4 for rubble-stone. Contract expires June 30, 1875.
N. England Dredging Company, with Lieut. Col. George Thom, Corps of Engineers.	Sept. 3, 1874	For dredging at west end of Great Brewster Bar, in Boston Harbor, at 39 cents per cubic yard, measured in the scows; rock-excitation, \$5 per cubic yard; and all ledge-excitation, \$43 per cubic yard, measured <i>in situ</i> . Contract expires June 15, 1875.
James Sims with Lieut. Col. C. E. Blunt, Corps of Engineers.	Sept. 4, 1874	For furnishing and putting upon the work at the disposal of the United States at Sandusky City, Ohio, two steam-dredges with two scows and one steam-tug to each dredge, with crews, machinery, &c., complete, and maintaining the same, at \$90 per day of ten hours, and \$20 per day demurrage when idle, Sundays excepted. Contract expires July 30, 1875.
Carlin, Fobes & Co. with Lieut. Col. George Thom, Corps of Engineers.	Sept. 5, 1874	For dredging 30,000 cubic yards in the harbor of Salem, Mass., to a depth of 8 feet at mean low water, at 20 cents per cubic yard for mud, and 35 cents for stiff clay intermixed with boulders. Contract expires May 1, 1875.
Carlin & Stickney with Maj. G. Weitzel, Corps of Engineers.	Sept. 5, 1874	For dredging in the harbor of Sheboygan, Mich., at 19 cents per cubic yard. Contract expires December 1, 1875.
Charles F. Dunbar with Maj. G. Weitzel, Corps of Engineers.	Sept. 7, 1874	For dredging at the mouth of Black River, in Saint Clair River, Michigan, at 16 cents per cubic yard. Contract expires December 1, 1875.
Emory E. Seward with Maj. J. W. Barlow, Corps of Engineers.	Sept. 7, 1874	For dredging in Norwalk River, Connecticut, 15,000 cubic yards, at 23 cents per cubic yard. Contract expires June 30, 1875.
Boston Bros. with Lieut. Col. George Thom, Corps of Engineers.	Sept. 8, 1874	For dredging 40,000 cubic yards at the southeast point of Lovell's Island, Boston Harbor, at 38 cents per cubic yard. Contract expires June 30, 1875.
William Dowling with Col. O. E. Babcock, Corps of Engineers.	Sept. 8, 1874	For excavating and depositing in embankments of Washington aqueduct, at 22½ cents per cubic yard. Contract expires January 1, 1875.
R. J. Coyle & Co. with Col. O. E. Babcock, Corps of Engineers.	Sept. 8, 1874	For macadamizing roadway of Washington aqueduct, at 72 cents per square yard. Contract expires January 1, 1875.
W. H. Beard with S. T. Abert, United States agent.	Sept. 12, 1874	For dredging in the harbors of Washington and Georgetown, at 25½ cents per cubic yard for other material than rock deposited on the flats at not more than 2 feet; 19½ if deposited at not more than 4 feet; and 16½ if deposited at not more than 8 feet. Contract expires June 30, 1875.
George Williams with Col. J. E. Macomb, Corps of Engineers.	Sept. 14, 1874	For constructing all dams and jetties and rip-raps, and dredging for the improvement of the Illinois River, at 25 cents per cubic yard for earth-excitation, (dredging;) \$2 per cubic yard for constructing dams, rip-raps, and jetties; 15 cents per linear foot for furnishing and driving piles; \$2 per cord for rubble-stone and \$2.25 for brush put in place; \$10 for working one or more dredges, equipped and manned complete, per hour. Contract expires June 30, 1875.
John Lyons with Col. O. E. Babcock, Corps of Engineers.	Sept. 15, 1874	For building wooden fence and gates of the Washington aqueduct (keeper's dwelling) at Great Falls, at 49 cents per linear foot. Contract expires January 1, 1875.
Morris & Cummings Dredging Company with Maj. G. K. Warren, Corps of Engineers.	Sept. 16, 1874	For removing all the boulders 1 foot in diameter from a channel 12 feet deep in the harbor of Fall River, Mass., at \$3.50 per ton of 13½ cubic feet of stone. Contract expires June 30, 1875.
Francis H. Smith with Maj. G. K. Warren, Corps of Engineers.	Sept. 16, 1874	For delivering 7,725 tons of quarried granite, in blocks of not less than one-half of a ton, at Block Island, R. I., at \$2.33 per ton. Contract expires June 30, 1875.
Emory E. Seward with Maj. G. K. Warren, Corps of Engineers.	Sept. 16, 1874	For dredging in Taunton River, Massachusetts, to a depth of 9 feet, from near Phillips's or Beather's wharf up river toward Weir Village, at \$1.25 per cubic yard. Contract expires June 30, 1875.
Sidney W. Shelburne with Maj. G. K. Warren, Corps of Engineers.	Sept. 16, 1874	For excavating in Wareham Harbor, Massachusetts, to a depth of 9 feet at mean low water, at 20 cents per cubic yard. Contract expires June 30, 1875.
Isida-Rubber, Gutta-Percha, and Telegraph Works Company, London, England, with Maj. H. L. Abbott, Corps of Engineers.	Sept. 15, 1874	For manufacturing at the company's works, for the United States, as described in the specifications, a submarine cable, in lengths of half a mile each, at £328 sterling for each statute mile of said cable manufactured and delivered. Contract expires May 1, 1875.

*List of contracts made by the Engineer Department, &c.—Continued.*

Contractors.	Date.	Objects and terms of contracts.
Emory R. Seward with Maj. G. K. Warren, Corps of Engineers.	Sept. 16, 1874	For excavating in Pawtucket River, R. I., between Providence and Pawtucket, to a depth of seven or nine feet at mean low water, as the engineer may direct, at 17 cents per cubic yard. Contract expires June 30, 1875.
Do.....	Sept. 16, 1874	For dredging in the harbor of Newport, R. I., at 15 cents per cubic yard. Contract expires June 30, 1875.
John H. Fenner with Maj. G. K. Warren, Corps of Engineers.	Sept. 16, 1874	For excavating in the Pawcatuck River, Rhode Island and Connecticut, to a depth of 5½ feet at mean low water, at 22 cents per cubic yard. Contract expires June 30, 1875.
Isaac Hamilton with Maj. G. K. Warren, Corps of Engineers.	Sept. 16, 1874	For delivering 8,235 tons of quarry-granite at the mouth of Connecticut River, and depositing the same in the jetty at Saybrook, at \$1.93 per ton. Contract expires June 30, 1875.
Emory R. Seward with Maj. J. W. Barlow, Corps of Engineers.	Sept. 16, 1874	For dredging in Bridgeport Harbor, Connecticut, at 14½ cents per cubic yard. Contract expires June 30, 1875.
James E. Slaughter with Capt. A. N. Damrell, Corps of Engineers.	Sept. 23, 1874	For dredging in the harbor of Cedar Keys, Fla., at 99 cents per cubic yard. Contract expires June 1, 1875.
C. T. Yoder with Col. O. E. Babcock, Corps of Engineers.	Sept. 18, 1874	For furnishing the Office of Public Buildings and Grounds with fuel, at \$9 per ton for white-ash furnace-coal and \$5 per ton for Lykens Valley; \$9.50 per cord for kindling-wood, \$6 per cord for oak wood, and \$5 for bakers' pine, in sticks. Contract expires indefinitely.
Spalding & Bennett with Lieut. Col. C. E. Blunt, Corps of Engineers.	Sept. 28, 1874	For furnishing material and labor, and constructing at catch-sand pier at Buffalo Harbor, New York, at 28 cents per linear foot for oak piles, furnished and driven in place; \$50 per 1,000 feet, board-measure, for oak-sheet piles, binders, &c.; \$18 per 1,000 feet, board-measure, for pine timber and lumber, and \$13 for hemlock; 4 cents per pound for drift-bolts, 5 cents for nut, screw, and washer bolts, and 6 cents for spikes; 10 cents for framing, placing, boring for bolting, bolting and securing in place in the work below water, 2,070 feet of timber, per linear foot; and the same for superstructure; \$8 per 1,000 feet, board-measure, for fitting, gaining, and fastening joists, scantling, plank, and boards; \$5.75 per cord for stone put in the work. Contract expires June 30, 1875.
J. F. Blair with Lieut. Col. C. E. Blunt, Corps of Engineers.	Sept. 28, 1874	For repairing south end of breakwater at Buffalo Harbor, New York, at 40 cents per linear foot for oak piles driven in place; \$20 per 1,000 feet, board-measure, for pine timber and lumber, and \$20 for hemlock; 4 cents per pound for drift-bolts, 8 cents for nut, screw, and washer bolts, and 6 cents for spikes; 10 cents for iron plates, bands, and tie-rods, and 15 cents for chains; 15 cents per linear foot for framing, placing, boring for bolting, bolting and securing in place in the work all timber below water, and 12 cents for superstructure; \$7 per 1,000 feet, board-measure, for gaining, fitting, and fastening joists, scantling, planks, &c.; \$8 per cord for stone put in the work. Contract expired December 1, 1874.
C. C. Baker & Son with Maj. G. Weitzel, Corps of Engineers.	Sept. 29, 1874	For furnishing all appliances and performing the work required at Saint Mary's Falls Canal improvement, at \$1 per cubic yard for rock excavation, and 70 cents for gravel; 50 cents per linear foot for preparing foundation for face of pier; 10 cents per cubic foot for framing, putting in place, bolting, and completing the pier, except filling; 35 cents per cubic yard for filling in and behind the pier, not including puddling. Contract expires May 1, 1875.
James Marshall with Col. O. E. Babcock, Corps of Engineers.	Sept. 30, 1874	For furnishing materials and building a stone dwelling at the Great Falls of the Potomac, for use of the Washington aqueduct, at \$2,925. Contract expired January 1, 1875.
G. H. Ferris with Maj. W. P. Craighill, Corps of Engineers.	Oct. 1, 1874	For dredging in the James River, Virginia, at 15½ cents per cubic yard for material deposited not less than 4 feet deep, and 30 cents per cubic yard for material deposited not less than 2½ feet deep. Contract expires June 13, 1875.
J. P. Stewart with Capt. A. N. Damrell, Corps of Engineers.	Oct. 2, 1874	For dredging a channel from the mouth of Mobile River, above Choctaw Point, to the 13-foot curve in the bay, about 10 miles below Mobile, 350,000 cubic yards, at 18½ cents per cubic yard. Contract expires November 1, 1875.
A. A. Dodge with S. T. Abert, United States agent.	Oct. 9, 1874	For dredging a channel in Aquila Creek, Virginia, at 15 cents per cubic yard. Contract expired November 30, 1874.
Edgar M. Payn with S. T. Abert, United States agent.	Oct. 12, 1874	For dredging a channel in Nomoni Creek and Bay, Virginia, at 26½ cents per cubic yard. Contract expires June 30 1875.

*List of contracts made by the Engineer Department, &c.—Continued.*

Contractors.	Date.	Objects and terms of contracts.
Saint Louis Cement Company with Col. J. N. Macomb, Corps of Engineers.	Oct. 12, 1874	For furnishing cement for the improvement of the Des Moines Rapids, at \$1.75 per barrel for 6,780 barrels. Contract expires August 31, 1875.
Daniel Sweeney with Maj. G. H. Mendell, Corps of Engineers.	Oct. 14, 1874	For delivering along the lines of the training-walls at Oakland Harbor, California, 90,000 tons of stone, quarried at Yerba Buena Island, at 98½ cents per ton. Contract expires May 1, 1875.
James D. Leary with Lieut. Col. John Newton, Corps of Engineers.	Oct. 19, 1874	For building a crib-dike on the top of the pile-dike connecting Hillhouse and Upper Patroon's Island, in the Hudson River, near Albany, at 93 cents per linear foot. Contract expired December 31, 1874.
James D. Leary with Lieut. Col. John Newton, Corps of Engineers.	Oct. 30, 1874	For the construction of a dike in the waters between Staten Island and New Jersey, near Elizabethtown, N. J., 2,000 feet more or less in length, at \$18.94 per linear foot, complete. Contract expires June 30, 1875.
George W. Parsons with Maj. W. P. Craighill, Corps of Engineers.	Nov. 2, 1874	For dredging in the Wicomico River, Maryland, at 22 cents per cubic yard deposited behind the dikes, and 32 cents deposited first in scows and then behind the dikes. Contract expires June 30, 1875.
Clara Reeves & Co. with Col. O. E. Babcock, Corps of Engineers.	Nov. 2, 1874	For furnishing materials and labor and constructing a bridge and causeway across the Anacostia River, District of Columbia, as per specifications accompanying the contract, at \$142,898 for the bridge and causeway complete. Contract expires July 1, 1875.
J. R. Montgomery with Maj. N. Michler, Corps of Engineers.	Nov. 5, 1874	For removing from the channel of the Upper Columbia River, Oregon, the rocks and boulders, at \$50 per cubic yard, at Squally Hook Rapid, and the same per cubic yard for Umatilla Upper Rapid. Contract expires April 30, 1875.
A. A. Dodge with S. T. Abert, United States agent.	Nov. 30, 1874	For dredging in the Ocoee River, Virginia, at 16 cents per cubic yard for material excavated and removed to a distance not less than 12 feet from the edge of the channel, and 32 cents per cubic yard if deposited from lighters or scows on the river flats. Contract expires January 10, 1875.
Edgar M. Payn with S. T. Abert, United States agent.	Nov. 30, 1874	For dredging in the Rappahannock River, Virginia, at 34½ cents for every cubic yard of material excavated and deposited behind the old dike, or behind a new dike or wicker-work fence to be constructed between the steamboat-wharf and railroad-bridge, and \$4.31 for every linear foot of dike constructed. Contract expires June 30, 1875.

ORDNANCE OFFICE, WAR DEPARTMENT,  
Washington, December 31, 1874.

SIR: In compliance with section 229, Revised Statutes United States, I have the honor to submit herewith statements showing the contracts and purchases made and orders given by this Department for the year ending December 7, 1874.

Very respectfully, your obedient servant,

S. V. BENÉT,  
Brigadier-General, Chief of Ordnance.

Hon. SECRETARY OF WAR.

*Statement of contracts for supplies made by the Ordnance Department, under the direction of the Secretary of War, during the year ending December 7, 1874, furnished in compliance with section 229, Revised Statutes United States.*

Name of contractor or dealer.	Articles contracted for or ordered.	Place of delivery.	Number or quantity.	Price.	Amount.	Date of contract or order.
Colt's Arms Manufacturing Company	2,000 Colt's revolvers, caliber .45*	Hartford, Conn	2,000	\$13 each	\$26,000	Apr. 30, 1874
Do	1,000 Colt's revolvers, caliber .45	do	1,000	do	13,000	June 22, 1874
Do	1,500 Colt's revolvers, caliber .45	do	1,500	do	19,500	July 27, 1874
Do	210 Colt's revolvers, caliber .45	do	210	do	2,730	Dec. 2, 1874
Do	50 Colt's revolvers, caliber .45	do	50	do	650	Dec. 7, 1874
Smith and Wesson	3,000 Colt's revolvers, caliber .45	Springfield, Mass.	3,000	\$13.50 each.	40,500	Sept. 12, 1874
			(15 inches by 21/11" long 15 inches by 30 feet or less.	6.67 per 100 lbs. 6.43 per 100 lbs.		
Phoenix Iron Company	Wrought-iron I beams, (required for 2d floor, shop A.)	Rock Island Arsenal	12-inch.	6.19 per 100 lbs.		June 1, 1874
Cincinnati Railway Iron Works	Wrought-iron I beams, (required for 3d floor, shop A.)	do	Angle-pieces	4.16 per 100 lbs.		Sept. 21, 1874
				.95 per pound.		
Illinois Stone Company	Stone, (required for shop F)	do	Dimension stone	19.70 per cub. yd.		Nov. 2, 1874
			Ashtar stone	9.30 per cub. yd.		
			Rubble stone	5.10 per cub. yd.		

\* Extension of contract of July 23, 1873.

ORDNANCE-OFFICE, December 7, 1874.

S. V. BENNETT  
Brigadier-General, Chief of Ordnance.

WAR DEPARTMENT,  
SURGEON-GENERAL'S OFFICE,  
*Washington, D. C., January 14, 1875.*

SIR : I have the honor to transmit a report of contracts made by the Medical Department with physicians for service as acting assistant surgeons, United States Army, during the year ending December 31, 1874, showing with whom the contract was made, the date and duration thereof, the place of service, and the compensation per month.

Very respectfully, your obedient servant,

J. K. BARNES,  
*Surgeon-General.*

The Hon. SECRETARY OF WAR.

List of contracts made with private physicians for duty as acting assistant surgeons during the year ending December 31, 1874.

Name.	Date of contract.	Place of service.	Duration of contract.	Compensation per month.
Adair, George W	Oct. 5	Newport barracks, Ky., or elsewhere	One year, if not sooner determined	\$100 00
Ainsworth, F. C.	Oct. 9	United States Military Academy or elsewhere	do	100 00
Atkinson, Frank	June 8	Department of the South or elsewhere	do	100 00
Bailey, John R.	Sept. 22	Fort Mackinac, Mich.	Until determined	100 00
Barnett, E.	Sept. 8	Department of the Gulf	Three months, if not sooner determined	125 00
Barnett, B.	May 2	Department of Texas	One year, if not sooner determined	125 00
Beach, S.	July 25	Department of the South or elsewhere	Three months, if not sooner determined	125 00
Be-lai, S. S.	Sept. 1	Fort Wadsworth, New York Harbor, or elsewhere	Until determined	100 00
Benjamin, George A	Sept. 8	Department of the Missouri or elsewhere	Six months, if not sooner determined	100 00
Bergen, A. C.	June 10	Department of Dakota or elsewhere	One year, if not sooner determined	100 00
Brandt, W. E.	Apr. 19	do	do	100 00
Brewer, L. A.	Sept. 1	At camp near Spotted Tail agency, Dak	Until determined	125 00
Broughton, J. T.	Oct. 9	At Greenville, Ala	One month, if not sooner determined	30 00
Brown, P. R.	Sept. 1	Fort Wood, New York Harbor, or elsewhere	Until determined	100 00
Clarotto, John	Sept. 17	Department of the Gulf	Three months, if not sooner determined	125 00
Clark, E. J.	Mar. 23	Department of Dakota or elsewhere	One year, if not sooner determined	100 00
Corson, K. E. W.	Aug. 24	Department of California	do	125 00
Cleveland, J. F.	Oct. 1	Spartanburgh, S. C.	One month, if not sooner determined	50 00
Coe, A. S.	Sept. 19	Fort Ontario, N. Y.	Until determined	75 00
Copeland, W. P.	Sept. 22	Enfola, Ala	One month, if not sooner determined	70 00
Cox, H. T.	Oct. 9	Mobile, Ala	do	75 00
Culver, I. J.	July 28	Department of Texas	Six months, if not sooner determined	125 00
Duncan, J. A.	Sept. 30	Barrow, S. C.	One month, if not sooner determined	30 00
Ellerbe, A. W.	Sept. 16	Marion, S. C.	do	100 00
Finley, J. A.	Oct. 6	Fort Monroe, Va., or elsewhere	One year, if not sooner determined	60 00
Gantier, W. J.	Oct. 23	Tuskegee, Ala	One month, if not sooner determined	60 00
Gilkey, J. H.	Nov. 30	Marion, N. C.	Three months, if not sooner determined	100 00
Graham, J. B.	Sept. 23	Carrollton, Ala	One month, if not sooner determined	125 00
Gwyther, George	Nov. 30	Department of California or elsewhere	One year, if not sooner determined	100 00
Hamilton, J. B.	Oct. 27	Saint Louis barracks, Mo., or elsewhere	do	100 00
Hart, Charles A.	Feb. 23	Department of Dakota or elsewhere	do	100 00
Hatch, George W	Apr. 27	Department of Texas	do	125 00
Havard, Valery	Oct. 13	Department of Dakota or elsewhere	do	100 00
Hoff, J. V. R.	May 31	Department of the Platte	do	125 00
Holloway, Jason	July 27	Cheyenne and Ampahoe agency, Ind. T.	do	125 00
Hornor, S. H.	Oct. 4	Louisville, Ky	Four months, if not sooner determined	50 00
Jones, W. B.	Apr. 22	Department of Texas	One year, if not sooner determined	100 00
Knoblauch, C. F.	Sept. 14	Department of the Gulf	Six months, if not sooner determined	125 00
Kober, George M.	July 15	Department of California or elsewhere	Three months, if not sooner determined	125 00
La Gardo, L. A.	Mar. 30	Department of the Missouri or elsewhere	One year, if not sooner determined	100 00



Latimer, J. H.	Mar. 17	Department of the Gulf	One year, if not sooner determined	100 00
Lawrence, K.	Oct. 19	Department of the Gulf	One year, if not sooner determined	100 00
Lawrence, J. B.	Apr. 23	Department of Arizona or elsewhere	One year, if not sooner determined	125 00
Leary, M. F.	June 1	Department of Texas or elsewhere	One year, if not sooner determined	125 00
Lighthorne, R. E.	Mar. 23	Department of Arizona or elsewhere	One year, if not sooner determined	125 00
Lord, George E.	May 22	Department of Dakota or elsewhere	One year, if not sooner determined	100 00
Lowell, J. W.	May 31	Fort Proble, Mo.	One year, if not sooner determined	100 00
Lynn, Walker	Jan. 17	Corinth, Miss.	One year, if not sooner determined	40 00
Mandeville, W. R.	Sept. 17	Department of the Gulf	One year, if not sooner determined	125 00
Martin, N. F.	Feb. 94	Department of California or elsewhere	One year, if not sooner determined	125 00
Martin, N. F.	July 17	do	do	125 00
Mau, L. M.	Sept. 94	Department of the South or elsewhere	One year, if not sooner determined	125 00
McCoy, J. A.	Apr. 19	Department of Texas	One year, if not sooner determined	125 00
McCurry, Samuel	Aug. 13	Department of California or elsewhere	One year, if not sooner determined	125 00
McLain, J. B.	Apr. 19	Department of the Missouri or elsewhere	One year, if not sooner determined	125 00
Merrell, W. B.	Sept. 14	Montevideo, Ala.	One year, if not sooner determined	125 00
Michel, R. F.	Oct. 23	Montgomery, Ala.	One year, if not sooner determined	30 00
Milla, James R.	Sept. 23	Butler, Ala.	One year, if not sooner determined	45 00
Moran, George H.	Oct. 1	Division of the South or elsewhere	One year, if not sooner determined	100 00
Noelley, E. B.	Sept. 24	Department of the South or elsewhere	One year, if not sooner determined	100 00
Nichols, A. B.	Jan. 1	Sparta, Wis.	One year, if not sooner determined	45 00
Norwood, John	Nov. 10	Camp near Seale station, Ala.	One year, if not sooner determined	30 00
O'Malley, J.	Mar. 31	Roma, Tex.	One year, if not sooner determined	45 00
Otto, Joseph	May 1	Key West, Fla., or elsewhere	One year, if not sooner determined	125 00
Owaley, W. T.	Oct. 1	Department of the South or elsewhere	One year, if not sooner determined	100 00
Page, H. A.	Feb. 19	Department of the Platte	One year, if not sooner determined	100 00
Patterson, A. B.	Oct. 23	Hamburgh, S. C.	One year, if not sooner determined	45 00
Parker, E.	Sept. 16	Abbeville, S. C.	One year, if not sooner determined	40 00
Pelaez, Charles	Dec. 3	Department of the Gulf	One year, if not sooner determined	125 00
Perrin, R. O.	Oct. 19	Eufaula, Ala.	One year, if not sooner determined	45 00
Peteya, C. V.	Mar. 20	Department of the Platte or elsewhere	One year, if not sooner determined	100 00
Phelps, A. J.	Aug. 7	Louisville, Ky.	One year, if not sooner determined	100 00
Porter, J. H.	Jan. 13	Washington, D. C.	One year, if not sooner determined	100 00
Porter, J. Y.	Apr. 1	Department of the Gulf or elsewhere	One year, if not sooner determined	125 00
Powell, J. L.	July 2	Department of the Missouri or elsewhere	One year, if not sooner determined	100 00
Reid, R. G.	Apr. 29	Lebanon, Ky.	One year, if not sooner determined	100 00
Ryuolde, R. M.	Feb. 16	Department of the Platte or elsewhere	One year, if not sooner determined	100 00
Ridgely, John	Feb. 16	North Platte, Nebr., or elsewhere	One year, if not sooner determined	100 00
Rodman, W. B.	Sept. 8	Frankfort, Ky.	One year, if not sooner determined	100 00
Rogers, H. C.	May 1	Pikesville arsenal	One year, if not sooner determined	80 00
Rogers, J. M.	Oct. 25	Memphis, Tenn.	One year, if not sooner determined	20 00
Randerson, L.	June 27	Department of Arizona or elsewhere	One year, if not sooner determined	45 00
Shaw, James	May 18	Department of Arkansas or elsewhere	One year, if not sooner determined	125 00
Sheppard, W. S.	Sept. 17	Department of Dakota	One year, if not sooner determined	100 00
Skinner, A. G.	Oct. 27	Edgefield, S. C.	One year, if not sooner determined	45 00
Soule, M.	Sept. 18	Fort Niagara, N. Y.	One year, if not sooner determined	75 00
Stearns, John	July 7	Department of California or elsewhere	One year, if not sooner determined	125 00
Stephens, C. R.	Mar. 7	Surgeon-General's Office	One year, if not sooner determined	125 00
Thombs, P. R.	May 16	Omaha, Nebr., or elsewhere	One year, if not sooner determined	100 00
	May 1	Pueblo, Colo.	One year, if not sooner determined	50 00

*List of contracts made with private physicians for duty as acting assistant surgeons, &c.—Continued.*

Name.	Date of contract.	Place of service.	Duration of contract.	Compensation per month.
Thompson, W. A.	July 9	Humboldt, Tenn.	One month, if not sooner determined.	\$50 00
Tilden, George.	Oct. 1	Omaha City, Nebr.	Three months, if not sooner determined.	100 00
Traynham, J. G.	Oct. 21	Laurens, S. C.	Twenty days, if not sooner determined.	30 00
Turner, W. E.	June 11	Department of Dakota or elsewhere	One year, if not sooner determined.	100 00
Van Patten, F.	July 27	Little Rock, Ark.	do	125 00
Vincent, A. F.	July 7	Manchester, Tenn.	do	80 00
Warneck, J. T.	Oct. 23	Opelika, Ala.	One month, if not sooner determined.	60 00
Whitefoot, R. M.	Apr. 6	Department of Dakota or elsewhere	One year, if not sooner determined.	100 00
Wilkinson, C. F.	Sept. 12	Department of the Gulf	Three months, if not sooner determined.	125 00
Wise, T. W.	July 1	Surgeon-General's Office	One year, if not sooner determined.	100 00
Yarrow, H. C.	Jan. 31	Lieutenant Wheeler's expedition	Until determined.	125 00
Young, C. H.	Sept. 26	Department of the Gulf	Three months, if not sooner determined.	125 00
Young, E.	Oct. 29	Greensborough, Ala.	One month.	100 00

\* Entries which have this mark prefixed are new contracts, substituted for contracts then in force.

J. K. BARNES,  
*Surgeon-General.*

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1. LIST OF CLERKS AND EMPLOYÉS. 2. INVENTORY OF  
PROPERTY. 3. CONTRACTS FOR MAIL LOCKS, KEYS,  
&c. 4. CONTRACTS FOR STATIONERY, &c.

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L E T T E R

FROM

THE POSTMASTER GENERAL,

TRANSMITTING,

*In compliance with law, certain reports.*

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JANUARY 19, 1875.—Referred to the Committee on the Post-Office and Post-Roads and ordered to be printed.

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POST-OFFICE DEPARTMENT,  
*Washington, D. C., January 13, 1875.*

SIR: In compliance with the "act to revise, consolidate, and amend the statutes relating to the Post-Office Department," approved June 8, 1872, I have the honor to transmit herewith the following reports, viz:

1. Report of clerks and other persons employed in the Post-Office Department during the year ended December 31, 1874, or any part thereof, giving the names of the persons, the time they were employed, and the sum paid to each.

2. An inventory of the property belonging to the United States in the rooms, offices, and buildings used by the Department for the year ended December 31, 1874.

3. Statement of contracts connected with the mail-equipment division made during the year ended June 30, 1874.

4. Copies of contracts for stationery, wrapping-paper, and twine, and for letter-balances, made during the year ended June 30, 1874.

Very respectfully, your obedient servant,

MARSHALL JEWELL,  
*Postmaster-General.*

HON. JAMES G. BLAINE,

*Speaker of the House of Representatives.*

*List of clerks and others employed in the Post-Office Department during the year ending December 31, 1874, with the sum paid each.*

Name.	Position.	Time employed.	Sum paid.	Remarks.
Louis Watkins.....	Chief clerk, Post-Office Department.	Jan. 1 to Dec. 31, 1874	\$2,200 00	
James H. Marr.....	Chief clerk, Appointment-Office.	Jan. 1 to Dec. 31, 1874	2,228 14	First Assistant Postmaster General from July 7 to August 31, 1874.
J. L. French.....	Chief clerk, Contract-Office.	Jan. 1 to Dec. 31, 1874	2,000 00	
W. M. Ireland.....	Chief clerk, Finance-Office.	Jan. 1 to Dec. 31, 1874	2,000 00	
C. F. Macdonald.....	Superintendent Money-Order System.	Jan. 1 to Dec. 31, 1874	3,032 81	To January 19, at \$4,000; from January 20 to December 31, at \$3,000.
Joseph H. Blackfan.....	Superintendent Foreign Mails.	Jan. 1 to Dec. 31, 1874	3,032 81	Do.
David Haynes.....	Chief clerk, Money-Order System.	Jan. 1 to Dec. 31, 1874	2,000 00	
Richard Kelly.....	Chief clerk, Foreign Mails.	Jan. 1 to Dec. 31, 1874	2,000 00	
W. L. Nicholson.....	Topographer.....	Jan. 1 to Dec. 31, 1874	2,500 00	
C. Cochran, Jr.....	Chief of Division, Mail Depredations.	Jan. 1 to Dec. 31, 1874	2,500 00	
Charles Lyman.....	Chief of Division, Dead-Letter Office.	Jan. 1 to Sept. 30, 1874	1,875 00	Reduced to second class October 1, 1874.
J. W. Knowlton.....	do.....	Oct. 1 to Dec. 31, 1874	625 00	
A. D. Hazen.....	Chief of Division, Postal Stamps.	Jan. 1 to Dec. 31, 1874	2,150 00	Fourth class to June 30; chief of division of postal stamps to December 31, 1874.
R. W. Gurley.....	Superintendent of Free Delivery.	Jan. 1 to Dec. 31, 1874	2,500 00	Fourth class, with \$700 additional.
G. D. Chenoweth.....	Superintendent and disbursing officer.	Jan. 1 to Dec. 31, 1874	2,300 00	
George A. Gustin.....	Stenographer.....	Jan. 1 to Dec. 31, 1874	1,800 00	
N. A. Gray.....	Superintendent of Blank Agency.	Jan. 1 to Dec. 31, 1874	1,800 00	
W. S. Davis.....	Assistant Superintendent of Blank Agency.	Jan. 1 to Dec. 31, 1874	1,600 00	
J. H. Minnich.....	Assistant.....	Jan. 1 to Dec. 31, 1874	1,200 00	
C. B. P. Stalley.....	do.....	Jan. 1 to Dec. 31, 1874	1,200 00	
W. C. Zevely.....	do.....	Jan. 1 to Oct. 31, 1874	1,001 10	
E. B. Branch.....	do.....	Jan. 1 to Dec. 31, 1874	799 50	Watchman to October 31; assistant to December 31, 1874.
J. C. Chapin.....	do.....	Jan. 1 to Dec. 31, 1874	1,200 00	
Joseph Miller.....	do.....	July 1 to Dec. 31, 1874	450 00	
James Van Vleet.....	do.....	July 1 to Dec. 31, 1874	450 00	
George J. Brewer.....	Fourth class.....	Jan. 1 to Dec. 31, 1874	1,800 00	
J. E. Michener.....	do.....	Jan. 1 to Jan. 15, 1874	75 00	
E. J. Dallas.....	do.....	Jan. 1 to Dec. 31, 1874	1,791 67	Third class to January 15; 4th class to December 31, 1874.
John H. Stalley.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
T. L. Holbrook.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
George Petrie.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
W. T. Rambusch.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
H. L. Johnson.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
W. H. Page.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
S. M. Lake.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
A. P. Eastlake.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
C. Andrews.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
A. F. Dinsmore.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
C. Laurie.....	do.....	Jan. 1 to Dec. 31, 1874	1,800 00	
James H. Marr, Jr.....	Third class.....	Jan. 1 to Dec. 31, 1874	1,600 00	
Harry White.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
Chauncey Smith.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
Thomas E. Roach.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
Thomas B. Marche.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
W. Van Vleet.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
W. V. W. Weaver.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
John Goldsborough.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
George W. Turner.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
E. C. Fowler.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
J. L. Elliott.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
A. M. Wilson.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
W. B. Goncalves.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
S. L. King.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
J. C. Holmes.....	do.....	Jan. 1 to Oct. 31, 1874	1,334 80	
W. H. Thumler.....	do.....	Jan. 1 to Dec. 31, 1874	1,600 00	
J. H. Falconer.....	do.....	Jan. 4 to Dec. 31, 1874	1,600 00	

List of clerks and others employed in the Post-Office Department, &c.—Continued.

Name.	Position.	Time employed.	Sum paid.	Remarks.
R. T. Bryan	Third class	Jan. 1 to Dec. 31, 1874	\$1,589 98	Second class to January 18; third class to December 31, 1874.
J. C. Slater	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
D. O. Floyd	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
J. O. P. Barnside	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
W. M. Rowe	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
William Klineear	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
L. C. Gary	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
John R. Fowle	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
W. F. Nelson	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
W. M. Parke	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
John Meigs	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
C. M. Colt	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
Henry Bradshaw	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
William Nickels	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
A. H. Brown	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
J. N. Gordon	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
T. F. Maguire	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
J. H. Doty	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
David Creamer	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
W. G. Perry	do.	Jan. 1 to Dec. 30, 1874	1,600 00	
J. T. Hiltz	do.	Jan. 1 to Jan. 26, 1874	115 58	
George W. Wells	do.	Jan. 1 to Dec. 31, 1874	1,585 55	Second class to January 26; third class to December 31, 1874.
C. Hughes	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
C. W. Morgan	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
A. G. M. Prevost	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
R. C. Arbuckle	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
E. F. O'Brien	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
Hugh Nisbet	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
J. S. Crawford	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
T. H. Janvier	do.	Jan. 1 to Sept. 30, 1874	1,200 00	
N. M. Brooks	do.	Jan. 1 to Dec. 31, 1874	1,286 94	First class to October 9; third class to December 31, 1874.
B. C. Jones	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
P. A. Tracy	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
J. H. Whitaker	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
Ralph J. Benson	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
W. Paine	do.	Jan. 1 to Dec. 31, 1874	1,465 20	Leave of absence granted during October, without pay.
D. H. Eckels	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
James A. Vose	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
John Lynde	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
Joseph Cochran	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
George W. King	do.	Jan. 1 to Dec. 31, 1874	1,469 53	
George F. White	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
Thomas P. Graham	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
J. J. Nash	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
O. T. Andrews	do.	Jan. 1 to Oct. 8, 1874	1,234 78	
W. H. Turner	do.	Jan. 1 to Dec. 31, 1874	1,445 63	Second class to October 8; third class to December 31, 1874.
A. W. Bingham	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
Anne Driver	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
S. C. Upton	do.	Jan. 1 to Dec. 31, 1874	1,600 00	
James N. Davis	do.	Dec. 21 to Dec. 31, 1874	47 83	
R. Durham	Second class	Jan. 1 to Dec. 31, 1874	1,400 00	
Sam Hillman	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
George E. Gambrell	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
J. B. Carns	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
R. M. Thomson	do.	Jan. 1 to Jan. 31, 1874	120 60	
G. H. La Petra	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
W. L. Argue	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
C. Giraud	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
Irene Riley	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
C. P. Swayze	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
Walter Spangler	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
J. B. Ford	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
W. H. Marlow	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
F. E. Bankhages	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
W. F. Corey	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
J. G. Burrill	do.	Jan. 1 to Apr. 30, 1874	465 40	
J. H. Kimball	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
James I. Jones	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
R. T. Schmittin	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
Nelson Davis	do.	Jan. 1 to Dec. 31, 1874	1,400 00	
A. J. Morley	do.	Jan. 1 to Jan. 23, 1874	89 44	
John Cranch	do.	Jan. 1 to Dec. 31, 1874	1,400 00	

*List of clerks and others employed in the Post-Office Department, &c.—Continued.*

Name.	Position.	Time employed.	Sum paid.	Remarks.
W. F. Crane .....	Second class .....	Jan. 1 to Dec. 31, 1874	\$1,400 00	First class to January 18; second to December 31, 1874.
W. E. Doyle .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
S. J. Garrett .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
E. S. Hall .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
A. W. Eastlake .....	do. ....	Jan. 1 to Dec. 31, 1874	1,390 00	
W. F. Evans .....	do. ....	Jan. 1 to Nov. 15, 1874	1,224 97	First class to January 27; second to December 31, 1874.
Samuel Thomas .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
R. H. Stevens .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
Vernon Dorsey .....	do. ....	Jan. 1 to Sept. 30, 1874	1,050 00	
G. G. Markham .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
Gallus Thomann .....	do. ....	Jan. 1 to Oct. 21, 1874	1,129 89	
Alfred Shaw .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
A. F. Moulden .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
J. F. Billard .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
T. T. Page .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
Alden Bradford .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
Joseph Burroughs .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
J. A. Madden .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
J. O. Hawley .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
J. P. Richardson .....	do. ....	Jan. 1 to Sept. 30, 1874	1,050 00	
John McCarthy .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
N. A. C. Smith .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
George E. Hall .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
H. W. Walbridge .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
Lavinia Chase .....	do. ....	Jan. 1 to Dec. 31, 1874	1,400 00	
D. C. Fountain .....	do. ....	Jan. 1 to Dec. 31, 1874	1,384 96	First class to January 27; second to December 31, 1874.
W. W. Jacob .....	do. ....	Jan. 1 to Oct. 22, 1874	1,118 66	
Henry Adams .....	do. ....	Jan. 1 to Dec. 31, 1874	1,381 68	
W. J. B. Hill .....	do. ....	Feb. 9 to Dec. 31, 1874	248 38	
George D. Scott .....	do. ....	Jan. 1 to Dec. 31, 1874	1,331 88	
J. W. Hagen .....	do. ....	July 1 to Dec. 7, 1874	558 73	
C. E. Troutman .....	do. ....	Jan. 1 to Dec. 31, 1874	1,338 08	
F. H. Rainey .....	do. ....	Jan. 1 to Dec. 31, 1874	1,233 20	
H. A. Kelly .....	do. ....	Jan. 1 to Dec. 31, 1874	1,205 42	
W. H. Daniels .....	do. ....	Jan. 1 to Feb. 28, Mar. 20 to Dec. 31, 1874.	1,142 12	
J. A. Allen .....	First class .....	Jan. 1 to Dec. 31, 1874	1,200 00	Temporary clerk to February 28; first class from March 20 to December 21; second to December 31, 1874.
T. H. England .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
J. C. Green .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
Thomas Wallah .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
J. H. Cook .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
W. L. Newton .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
T. M. Baker .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
C. F. Rand .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
M. Moulden .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
Alfred Armstrong .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
D. S. Christy .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
James Lawrenson .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
E. W. Creecy .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
A. R. Jacobs .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
John T. Bivins .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
C. O. Carroll .....	do. ....	Jan. 1 to Sept. 30, 1874	900 00	
S. E. Judson .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
Thomas F. Rea .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
J. W. Hoover .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
H. J. Norton .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
F. B. Sprague .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
J. N. Browning .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
R. S. Lawrenson .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
R. H. Chlan .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	
W. W. Benthall .....	do. ....	Jan. 1 to Dec. 31, 1874	1,200 00	

*List of clerks and others employed in the Post-Office Department, &c.—Continued.*

Name.	Position.	Time employed.	Sum paid.	Remarks.
L. F. L. Laurie	First class	Jan. 1 to Dec. 31, 1874	\$1,200 00	
E. B. Kilby	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
F. S. Evans	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
C. F. Loomis	do.	Jan. 1 to Sept. 30, 1874	900 00	
John H. Pryor	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
W. B. Logan	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
D. S. Kidder	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
George S. Bigelow	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
James Brads	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
Charles Adams	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
Henry Roberts	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
T. M. Kellinger	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
James E. Douglas	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
A. Burwell	do.	Jan. 1 to Aug. 31, 1874	802 20	
W. T. S. Duvall	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
G. M. Kendall	do.	Jan. 1 to Mar. 8, 1874	223 37	
R. C. Page	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
James N. Davis, Jr.	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
W. P. Pierce	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
R. C. Coon	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
W. E. Matthews	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
Horatio Bates	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
A. S. Lynch	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
John W. Morgan	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
A. Somervell	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
Perce Mulligan	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
W. H. Colledge	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
A. T. Beall	do.	Jan. 1 to Mar. 14, 1874	243 37	
J. M. Reigart	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
D. Sumons	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
W. B. Smith	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
Thomas L. McElee	do.	Jan. 1 to Nov. 30, 1874	1,098 90	
J. R. Lawrence	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
John Warner	do.	Jan. 1 to Apr. 23, 1874	375 82	
M. M. Bosiek	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
J. F. H. Blois	do.	Jan. 1 to Sept. 30, 1874	900 00	
M. Von Entress	do.	Jan. 28 to Dec. 31, 1874	1,110 03	
L. C. Furman	do.	Feb. 13 to Dec. 31, 1874	1,056 63	
A. S. Badgley	do.	Feb. 16 to Dec. 31, 1874	1,046 63	
Alfred Hovey	do.	Feb. 13 to Dec. 31, 1874	1,056 63	
Charles A. Bell	do.	Mar. 24 to Dec. 31, 1874	926 67	
John C. Morgan	do.	June 4 to Dec. 31, 1874	689 01	
James F. Canfield	do.	June 4 to Dec. 31, 1874	689 01	
A. M. Wooster	do.	July 18 to Dec. 31, 1874	544 55	
W. L. Mulliken	do.	Oct. 2 to Dec. 31, 1874	296 73	
M. E. Wilcox	do.	Oct. 20 to Dec. 31, 1874	238 03	
		July 1 to Dec. 31, 1874	525 00	\$900 to September 30; \$1,200 to December 31, 1874.
E. C. Farr	do.	July 24 to Nov. 13, 1874	68 48	
M. Dinsdierfer	do.	Nov. 2 to Dec. 31, 1874	195 67	
L. A. Harvey	do.	Nov. 14 to Dec. 31, 1874	156 53	
V. R. Lines	do.	Dec. 2 to Dec. 31, 1874	97 83	
John H. Olcott	do.	Dec. 3 to Dec. 31, 1874	94 57	
Wright Curtis	do.	Dec. 22 to Dec. 31, 1874	32 61	
F. E. Melvaine	do.	Dec. 22 to Dec. 31, 1874	32 61	
M. J. Saffold	do.	Dec. 9 to Dec. 31, 1874	75 00	
James Nicholson	do.	Jan. 1 to Dec. 31, 1874	1,200 00	Temporary clerk to November 30; transferred to first class December 1, 1874.
R. G. Chaney	Temporary clerk	Jan. 1 to Sept. 30, 1874	900 00	
F. C. Root	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
A. J. Carrier	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
Robert Geddis	do.	Jan. 1 to Dec. 31, 1874	1,200 00	
George F. Lamborn	do.	Jan. 1 to Dec. 31, 1874	900 00	
H. B. Wyman	do.	Jan. 1 to Dec. 31, 1874	900 00	
David Nicholson	do.	Jan. 1 to Dec. 31, 1874	603 61	Temporary messenger, messenger to Postmaster-General, and temporary clerk.
P. L. Channell	do.	May 1 to June 3, 1874	118 09	
A. J. Gleason	do.	Oct. 1 to Oct. 20, 1874	65 22	
A. S. Stone	do.	Oct. 3 to Dec. 31, 1874	293 47	
C. M. Myr	do.	Oct. 37 to Dec. 31, 1874	215 20	
James P. McElfresh	Temporary messenger	Jan. 1 to Dec. 31, 1874	615 00	\$300 per annum to March 31; \$720 to December 31, 1874.
George W. Thornly	do.	July 23 to Dec. 31, 1874	158 50	\$360 per annum.
James Lamb	Messenger to Postmaster-General	Jan. 1 to Mar. 10, 1874	172 50	

*List of clerks and others employed in the Post-Office Department, &c.—Continued.*

Name.	Position.	Time employed.	Sum paid.	Remarks.
John Gordon.....	Messenger to Postmaster-General.	Jan. 1 to Dec. 31, 1874	\$1, 150 30	Temporary clerk at \$1,200 to October 31; messenger to December 31, 1874.
B. A. Miller.....	Messenger to First Assistant Postmaster-General.	Jan. 1 to Dec. 31, 1874	840 00	
Charles Rothrock.....	Messenger to Second Assistant Postmaster-General.	Jan. 1 to Dec. 31, 1874	840 00	
E. J. Robinson.....	Messenger to Third Assistant Postmaster-General.	Jan. 1 to Dec. 31, 1874	840 00	
W. H. Black.....	Assistant messenger.....	Jan. 1 to Nov. 12, 1874	624 08	
W. S. Gordon.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
J. A. Fagan.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
J. E. Blanckin.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
C. E. Walker.....	do.	Nov. 13 to Dec. 31, 1874	95 82	
Samuel Kramer.....	Captain of watch.....	Jan. 1 to Dec. 31, 1874	1, 000 00	
John H. Carr.....	Watchman.....	Jan. 1 to Dec. 31, 1874	720 00	
S. L. M. Couser.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Jos. W. Gallher.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Wellington Glenn.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
J. W. Grice.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
M. Rosenberg.....	do.	Jan. 1 to Oct. 9, 1874	557 61	
Thomas Roach.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
D. H. Leonard.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Warren Dent.....	do.	Oct. 10 to Dec. 31, 1874	162 44	
W. A. McNulty.....	do.	Nov. 9 to Dec. 31, 1873	103 64	
William Hayes.....	Laborer.....	Jan. 1 to Nov. 13, 1874	626 03	
Horace Page.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
J. H. Black.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
John T. Bryan.....	do.	Jan. 1 to Feb. 28, 1874	118 00	
W. B. Galer.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
E. P. Mallory.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Bernard McKenna.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
William Smith.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Edwin Hodge.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
H. V. Plummer.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Charles Lemore.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Henry Sparrow.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
G. H. Garrison.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Wesley Howard.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
John Hamilton.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
W. J. Foley.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Solomon Morrison.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Richard Reed.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Walter Holt.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
I. B. Lee.....	do.	Jan. 1 to June 30, 1874	360 00	
J. H. Gravenstine.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Benjamin Fairchild.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Henry Prince.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
John Lesch.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
Thomas Bannagan.....	do.	Jan. 1 to Dec. 31, 1874	720 00	
C. H. Wye.....	do.	Mar. 1 to Dec. 31, 1874	602 00	
Robert Levitt.....	do.	July 1 to Dec. 31, 1874	360 00	
E. J. Whipple.....	do.	Nov. 13 to Dec. 31, 1874	86 03	
A. Jordan.....	Engineer.....	Jan. 1 to Dec. 31, 1874	1, 600 00	
D. H. Daneker.....	Assistant engineer.....	Jan. 1 to Dec. 31, 1874	1, 000 00	
H. W. Hinkle.....	Carpenter.....	Jan. 1 to Dec. 31, 1874	1, 252 00	
I. B. Ruber.....	Assistant carpenter.....	Jan. 1 to June 30, 1874	500 00	
George C. Hercus.....	do.	July 1 to Dec. 31, 1874	500 00	
A. Hall.....	Fireman and blacksmith.....	Jan. 1 to Dec. 31, 1874	900 00	
John Wilkerson.....	Fireman and steam-fitter.....	Jan. 1 to Dec. 31, 1874	810 00	Pay increased July 1, 1874, from \$720 to \$900.
T. T. Troy.....	Fireman.....	Jan. 1 to Dec. 31, 1874	720 00	
Ann Stoddard.....	Laborer.....	Jan. 1 to Dec. 31, 1874	480 00	
Susan Payne.....	do.	Jan. 1 to Oct. 20, 1874	386 09	
Martha Collier.....	do.	Jan. 1 to Sept. 30, 1874 Oct. 21 to Dec. 31, 1874	762 95	Clerk at \$900 to September 30; from October 21 to December 31 at \$480 per annum.
Eliza Ridgely.....	do.	Jan. 1 to Dec. 31, 1874	480 00	
H. H. Webber.....	Clerk.....	Jan. 1 to Dec. 31, 1874	900 00	
M. F. Bailly.....	do.	Jan. 1 to Dec. 31, 1874	900 00	
Jessie Tauner.....	do.	Jan. 1 to Dec. 31, 1874	900 00	
E. J. Scott.....	do.	Jan. 1 to Dec. 31, 1874	900 00	
M. E. Fowler.....	do.	Jan. 1 to June 30, 1874	450 00	
T. D. Cary.....	do.	Jan. 1 to Dec. 31, 1874	900 00	
M. G. Gibson.....	do.	Jan. 1 to Dec. 31, 1874	900 00	
A. K. Evans.....	do.	Jan. 1 to July 15, 1874	426 68	
L. A. Shreds.....	do.	Jan. 1 to Dec. 31, 1874	900 00	
H. S. Tyler.....	do.	Jan. 1 to Dec. 31, 1874	900 00	



## CLERKS, ETC., IN POST-OFFICE DEPARTMENT.

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*List of clerks and others employed in the Post-Office Department, &c.—Continued.*

Name.	Position.	Time employed.	Sum paid.	Remarks.
M. E. Root	Clerk	Jan. 1 to May 31, 1874	\$375 80	
A. W. Allen	do.	Jan. 1 to Dec. 31, 1874	900 00	
A. R. Thurlow	do.	Jan. 1 to Dec. 31, 1874	900 00	
Ellis Kinsey	do.	Jan. 1 to Dec. 31, 1874	900 00	
C. R. Stevens	do.	Jan. 1 to Dec. 31, 1874	900 00	
M. F. McDermott	do.	Jan. 1 to Dec. 31, 1874	900 00	
Emma Camp	do.	Jan. 1 to Dec. 31, 1874	900 00	
C. M. Richter	do.	Jan. 1 to Dec. 31, 1874	900 00	
S. J. Alexander	do.	Jan. 1 to Dec. 31, 1874	900 00	
S. E. Cummings	do.	Jan. 1 to Dec. 31, 1874	900 00	
Fannie Lowry	do.	Jan. 1 to Dec. 31, 1874	900 00	
Caroline Hodges	do.	Jan. 1 to Sept. 30, 1874	675 00	
E. H. Devitt	do.	Jan. 1 to Sept. 30, 1874	675 00	
A. L. Moxon	do.	Jan. 1 to Dec. 31, 1874	863 33	Removed September 30. re-appointed October 16.
N. B. Harrison	do.	Jan. 1 to Dec. 31, 1874	900 00	
M. E. Riley	do.	Jan. 1 to Dec. 31, 1874	900 00	
E. A. Petters	do.	Jan. 1 to Dec. 31, 1874	900 00	
B. Schimmelfennig	do.	Jan. 1 to Dec. 31, 1874	900 00	
E. M. Marbury	do.	Jan. 1 to Dec. 31, 1874	900 00	
C. M. Dixon	do.	Jan. 1 to July 17, 1874	491 57	
M. A. Loughborough	do.	Jan. 1 to Dec. 31, 1874	900 00	
E. H. Powers	do.	Jan. 1 to Oct. 15, 1874	711 68	
A. C. Crowell	do.	Jan. 1 to Sept. 30, 1874	675 00	
Virginia Coolidge	do.	Jan. 1 to Dec. 31, 1874	900 00	
A. B. Heath	do.	Jan. 1 to Dec. 31, 1874	900 00	
E. L. Morse	do.	Jan. 1 to Sept. 30, 1874	675 00	
H. E. Guest	do.	Jan. 1 to Dec. 31, 1874	900 00	
Esther Williams	do.	Jan. 1 to Dec. 31, 1874	900 00	
F. C. Murray	do.	Jan. 1 to Dec. 31, 1874	900 00	
Mary Jamison	do.	Jan. 1 to Dec. 31, 1874	900 00	
E. Jane Gay	do.	Jan. 1 to Dec. 31, 1874	900 00	
R. R. Moore	do.	Jan. 1 to Oct. 31, 1874	750 80	
Lydia Lindsay	do.	Jan. 1 to Dec. 31, 1874	900 00	
Zelia Barry	do.	Jan. 1 to Sept. 30, 1874	675 00	
A. T. McWilliams	do.	Jan. 1 to Sept. 30, 1874	675 00	
M. E. Gennet	do.	Jan. 1 to Sept. 30, 1874	675 00	
A. L. McNally	do.	Jan. 1 to Sept. 30, 1874	675 00	
C. Caswell	do.	Jan. 1 to Dec. 31, 1874	900 00	
Ann Carver	do.	Jan. 1 to Dec. 31, 1874	900 00	
L. F. Catter	do.	Jan. 1 to Dec. 31, 1874	900 00	
O. G. Long	do.	Jan. 1 to Dec. 15, 1874	860 88	
M. E. Cunningham	do.	Jan. 1 to Dec. 31, 1874	900 00	
A. F. Smith	do.	Jan. 1 to July 31, 1874	525 80	
M. M. Finlayson	do.	Jan. 1 to Dec. 31, 1874	900 00	
G. W. Ashby	do.	Jan. 1 to Dec. 31, 1874	900 00	
M. A. McCartin	do.	Jan. 1 to June 30, 1874	450 00	
Mary Wolstrup	do.	June 1 to Dec. 31, 1874	524 20	
M. A. Triplett	do.	July 1 to Dec. 31, 1874	450 00	
M. I. Kinsey	do.	July 16 to Dec. 31, 1874	413 32	
A. E. Dixon	do.	July 18 to Sept. 30, 1874	183 43	
Constance Nowell	do.	Sept. 1 to Dec. 31, 1874	298 40	
H. E. Carpenter	do.	Oct. 1 to Dec. 31, 1874	225 00	
F. R. Bowen	do.	Oct. 1 to Dec. 31, 1874	225 00	
W. A. Barry	do.	Oct. 1 to Dec. 31, 1874	225 00	
M. M. Day	do.	Oct. 1 to Dec. 31, 1874	225 00	
Josephine Powers	do.	Oct. 1 to Dec. 31, 1874	225 00	
L. P. Cunningham	do.	Oct. 1 to Dec. 31, 1874	225 00	
R. M. Satterthwaite	do.	Oct. 1 to Dec. 31, 1874	225 00	
A. F. Woodworth	do.	Oct. 1 to Dec. 31, 1874	225 00	
M. V. Browne	do.	Oct. 1 to Dec. 31, 1874	225 00	
R. S. Robinson	do.	Oct. 1 to Dec. 31, 1874	225 00	
M. T. Holcombe	do.	Oct. 3 to Dec. 31, 1874	220 12	
Alie Webber	do.	Oct. 8 to Dec. 31, 1874	207 90	
Famine Harris	do.	Oct. 12 to Dec. 31, 1874	198 11	
C. G. Cunningham	do.	Nov. 4 to Dec. 31, 1874	141 83	
L. C. Murphy	do.	Dec. 17 to Dec. 31, 1874	36 68	
		Dec. 7 to Dec. 31, 1874	61 14	

*List of clerks and others employed in the Post-Office Department, &c.—Continued.*

Names.	Position.	Time employed.	Sum paid.	Remarks.
<b>OFFICE OF TOPOGRAPHER.</b>				
Charles H. Poole	Principal assistant	Jan. 1 to Dec. 31, 1874	\$1,900 00	
A. Kiep	Draughtsman	Jan. 1 to Dec. 31, 1874	1,600 00	
John R. Hodges	do	Jan. 1 to Dec. 31, 1874	1,600 00	
W. C. Tiffany	do	Jan. 1 to Dec. 31, 1874	1,400 00	
Charles Jacobsen	do	Feb. 9 to Aug. 31, 1874	739 56	Appointed Feb. 8, 1874.
W. J. B. Hill	do	Jan. 1 to Feb. 8, 1874	130 00	Resigned Feb. 8, 1874.
E. D. Boyd	do	Aug. 8 to Nov. 17, 1874	398 04	Appointed Aug. 8, 1874.
W. L. Caldwell	do	July 13 to Dec. 31, 1874	560 87	Appointed July 13, 1874.
William B. Todd, Jr.	do	Jan. 1 to Dec. 31, 1874	1,050 00	
Charles L. Burdett	do	Dec. 7 to Dec. 31, 1874	81 52	Appointed Dec. 7, 1874.
S. McCathran	Messenger, (assistant map-mounter.)	Jan. 1 to Dec. 31, 1874	720 00	
Henry C. Smith	Day-watchman	Jan. 1 to Dec. 31, 1874	720 00	
David Nicholson	Messenger	Jan. 1 to July 31, 1874	210 33	Resigned July 31, 1874.
George W. Thornly	do	Aug. 1 to Dec. 31, 1874	149 67	Appointed Aug. 1, 1874.
R. A. Davis	Map-colorer	Jan. 1 to Dec. 31, 1874	900 00	
E. Nicholson	do	Jan. 1 to Dec. 31, 1874	900 00	Resigned Dec. 31, 1874.
J. U. Whittlesey	do	Jan. 1 to Dec. 31, 1874	900 00	
M. Hitz	do	Jan. 1 to Dec. 31, 1874	900 00	
S. B. Cushing	do	Jan. 1 to Dec. 31, 1874	900 00	
M. A. O'Conner	do	Jan. 1 to Sept. 30, 1874	675 00	Removed Sept. 30, 1874.
E. Ladd	do	Jan. 1 to Dec. 31, 1874	900 00	
M. E. Stabler	do	Oct. 1 to Dec. 31, 1874	225 00	Appointed Oct. 1, 1874.
E. P. Black	do	Oct. 9 to Dec. 31, 1874	56 25	Appointed Dec. 9, 1874.
<b>PAID FROM APPROPRIATION FOR MAIL LOCKS AND KEYS.</b>				
William T. Chandler	Temporary agent	Entire year	1,400 00	
Olinus Smith	do	Entire year	1,200 00	
A. H. Whiting	do	Entire year	1,200 00	
T. F. King	do	Entire year	1,200 00	
Joseph Miller	do	Jan. 1 to June 30, 1874	450 00	
James W. Van Vleet	do	Jan. 1 to June 30, 1874	450 00	
Thomas A. Maguire	do	Apr. 11 to Dec. 31, 1874	767 03	
F. L. Channell	do	July 1 to Dec. 31, 1874	600 00	
J. W. Brent	do	July 8 to Dec. 31, 1874	577 17	
Charles A. Miller	do	Aug. 14 to Sept. 14, 1874	75 82	
John W. Woltz	do	Sept. 10 to Dec. 31, 1874	345 67	

*Inventory of property belonging to the United States in the offices and rooms of the Post-Office Department December 31, 1874.*

40 arm-rests.	15 lamps.
280 awnings.	8 letter-presses.
20 basins.	33 mats.
13 book-cases.	27 mirrors.
9 book-stands.	139 maps.
22 buckets.	68 pictures.
9 blankets.	20 pitchers.
7 bedsteads.	12 paper-racks.
470 chairs.	1 pay-counter.
74 carpets.	1 portfolio-stand.
13 chandeliers.	27 rugs.
12 clocks.	15 sofas.
30 cushions.	55 soap-dishes.
4 curtains.	236 spittoons.
9 call-bells.	106 screens.
9 counterpanes.	28 step-ladders.
105 cases.	12 safes.
259 desks.	2 seals.
30 drop-lights.	2 stoves.
18 dictionaries.	130 tables.
20 desk-covers.	150 tumblers.
17 fenders.	50 dozen towels.
1 flag.	2 trucks.
1 globe.	9 umbrella-stands.
4 hat-racks.	21 wash-stands.
35 ice-pitchers.	223 waste-baskets.
4 index-tables.	16 water-coolers.

## STABLE.

3 horses.	2 brushes.
1 carriage.	2 buckets.
2 wagons.	1 wheel-jack.
3 sets of harness.	1 feather-brush.
3 halters.	1 stove and tin boiler.
3 horse-blankets.	1 saw and hatchet.
2 India-rubber blankets.	2 knee-blankets.
1 shovel.	2 sponges.
1 pitchfork.	1 buckskin.
1 scrub-broom.	2 whips.
2 brooms.	1 feed-measure.
2 lamps.	1 hose.
2 curry-combs.	2 small straw-brooms.

*Inventory of furniture in engineer's room and materials in engine department January, 1875.*

## ROOM.

1 desk.	1 carpet.
1 case.	2 clocks.
4 chairs.	1 mat.

## BLACKSMITH-SHOP.

1 fan-blower.	2 grindstones.
2 bellows.	2 vises.
1 drill-crab.	3 crow-bars.
1 lathe.	lot of scrap-iron.
2 anvils.	100 pounds round, square, and flat iron.
set blacksmith tools.	

## STEAM, WATER, AND GAS PIPES, GAS-FITTINGS, AND MATERIALS.

5 stop-cocks.	90 feet 3-inch wrought-iron pipe.
1 3-inch valve.	7 feet 8-inch wrought-iron pipe.
7 globe-valves, (assorted sizes.)	75 feet assorted sizes pipe.
2 3-inch ells.	1 large cant-hook.
1 2½-inch union.	2 pairs pipe-stocks and dies.
2 2½-inch nipples.	300 pounds corrugated roofing copper.
4 3-inch sockets.	250 pounds 12-pound lead.
2 4-inch tees.	110 pounds 11-inch galvanized pipe.
imperfect set gas-tongs.	

## GAS-MACHINE, MATERIALS, &amp;C.

1 large Stevens gas-machine.	15 glass globes.
2 thermometers.	2 large 14-inch porcelain shades.
31 6-inch shade-holders.	1 small porcelain shade.
4 Argand-burners.	2 kerosene-lamps.
3 dozen old bat-wing, &c., burners.	3 fan-registers.
1½ dozen new burners.	

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
(TOPOGRAPHICAL DIVISION,)

*Washington, D. C., January 11, 1875.*

SIR: In compliance with your request, I have the honor to send to you the following inventory of furniture, &c., in the Topographical Division:

14 desks.	1 letter copy-press.
15 drawing-boards.	3 water-coolers.
15 tables.	1 ice-pitcher.

30 chairs.  
9 cases of drawers for maps.  
7 carpets.  
sundry matting.  
5 mats.  
3 stoves.  
8 portfolios.  
3 clocks.

8 map-racks.  
2,000 maps, (more or less.)  
35 copper-plates.  
10 file-cases.  
1 printing-press and cabinet.  
3 mirrors.  
1 washstand.  
6 screens.

Very respectfully,

GEO. D. CHENOWETH, Esq.,  
Superintendent Post-Office Building, &c.

W. L. NICHOLSON,  
Topographer Post-Office Department.

*Sales of United States property in the Post-Office Department.*

Mar. 24, 1874. Waste-paper to George Hill, jr.	\$562 47
June 25, 1874. Waste-paper to George Hill, jr.	1,460 67
Oct. 29, 1874. Waste-paper to George Hill, jr.	899 93
	<hr/>
Jan., 1874 to Dec. 31, 1874. Boxes, ashes, old carpets, iron, and miscellaneous articles	\$2,923 07
	257 43
Aug. 12, 1874. Post-route maps	329 43
	<hr/>
	3,509 93

*Statement of all contracts connected with the mail-equipment division, made by the Postmaster General during the year ended June 30, 1874, viz :*

Names of contractors.	Place of delivery.	Articles contracted for.	Prices of same.	Duration of contract.
Smith & Egge, Bridgeport, Conn.	Post-Office Department	Street letter-box locks	Each \$1 25	} Four years from January 1, 1874.
Do.	do	Keys to same	15	
F. W. Mix, Terryville, Conn.	do	Registered mail-locks	1 75	} Four years from January 1, 1874.
Do.	do	Keys to same	15	

This agreement, made and entered into this thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America. by John A. J. Creswell, Postmaster-General, of the first part, and James L. Kervand and W. Lenox Towers, doing business under the name and style of Kervand & Towers, Washington, D. C., of the second part—

Witnesseth: That whereas the Postmaster-General heretofore, to wit, on the 20th day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, in manner and form following. to wit:

PROPOSALS FOR STATIONERY.

POST-OFFICE DEPARTMENT,  
December 20, 1873.

Sealed proposals will be received at this Department until January twenty-fourth eighteen hundred and seventy-four, for furnishing certain articles of stationery for the use of the Department for one year from February 1, 1874.

Blank forms of proposals, stating the quality and estimated quantity of each article, will be furnished on application to the First Assistant Postmaster-General.

Each proposal must be signed by the individual or firm making it, and be accompanied by a guarantee, certified to be responsible and sufficient by the postmaster or United States attorney where the bidder resides, that the bidder shall, within ten days after being called upon to do so, execute a contract to furnish promptly; and in quantities as ordered, the article or articles awarded to him; to be accompanied by a bond, with

approved security, in a penalty of not less than twice the contract price of all the articles to be furnished by said bidder, conditioned upon the faithful performance of the same.

Proposals unaccompanied by such guarantee will not be considered.

The bids will be considered and accepted, or rejected, item by item, or by classes or items, as the Postmaster-General may elect.

The articles delivered must be of the genuine manufacture and quality specified, and be furnished at the contract price, whether more or less than the estimated quantity ordered, and must be delivered free of charge to the Department for delivery.

The delivery must be made to the person designated by the Postmaster-General to receive the articles, which shall be subject to examination and approval by an expert detailed for that purpose. The failure to deliver in a reasonable time, say two weeks at farthest, or the delivery of an article deficient in quality or quantity, will be held sufficient cause to annul the contract, at the discretion of the Postmaster-General.

The head of the Department will, in all cases, decide whether the articles tendered by the contractor are of the kind and quality required by the contract.

The Postmaster-General reserves the right of rejecting any or all bids if in his judgment the interests of the Department require it.

Samples of paper and envelopes will be furnished, and samples of cutlery will be shown, on application to the First Assistant Postmaster-General.

Each proposal must be indorsed on the envelope "Proposals for Stationery," and be directed to the First Assistant Postmaster-General.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

And whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with articles of stationery, to be ordered at any time during the year, commencing on the first day of February, at certain rates and prices therein proposed and specified; and whereas said proposals were opened and examined, and, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said parties of the second part, to supply the following articles of stationery at the prices herein specified, to wit:

Item 55.	6 gross Esterbrook's No. 14 pen, per gross, 40 cents .....	\$2 40
Item 56.	10 gross Esterbrook's No. 1 silverine pen, per gross, 48 cents .....	4 80
Item 57.	6 gross Harrison Index pen, No. 22, per gross, 36 cents .....	2 16
Item 64.	25 dozen best rubber or gutta-percha pen-holders, assorted sizes, as ordered, per dozen, \$2.20 .....	55 00
Item 77.	5 dozen pen-racks, French pattern, No. 16, per dozen, \$2.25 .....	11 25
Item 79.	10 dozen iron paper-weights, round, 3½ inches in diameter, per dozen, \$1.25 .....	12 50
Item 83.	2 dozen boxes of pounce, assorted, per dozen boxes, 40 cents .....	80
Item 112.	5 pounds waters, red, assorted sizes, per pound, 30 cents .....	1 50

should be accepted; and whereas the said proposals of the parties of the second part were so accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said parties of the second part hereby covenant and agree, to and with the said party of the first part, to furnish and deliver to the Post-Office Department, at Washington, D. C., within ten days after being ordered so to do, so many of the articles above enumerated, in such quantities as may be ordered, from time to time, and of the quality and at the prices therein specified, as shall be required for one year from the 1st day of February, 1874; said articles of stationery to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said parties of the second part, to pay the said parties of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers for each and every item above enumerated, so furnished, according to the amount herein stated, at the contract rates and prices thereof agreed upon by the contracting parties for the articles so proposed and specified.

It is mutually covenanted and agreed between the parties hereto, that in case of repeated failures upon the part of the parties of the second part to promptly furnish and deliver, as aforesaid, any of the articles of stationery of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents, and all covenants and agreements on the part of the party of the first part entered into by this indenture, and unless so rescinded or annulled, this agreement shall continue in force and effect for one year from the 1st day of February, 1874; and it is further covenanted and agreed upon the part of the parties of the second part hereto that

no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof, the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the parties of the second part are hereto affixed.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:  
JAMES H. MARR.

J. L. KERVAND. [L. S.]  
W. LENOX TOWERS. [L. S.]

Witnesses to signatures of second part:  
E. W. DREW, Jr.  
ALEX. S. KING.

Know all men by these presents that we, James L. Kervand and W. Lenox Towers, doing business under the name and style of Kervand & Towers, Washington, D. C., as principals, and Joseph L. Pearson and William H. Nalley, are held and firmly bound unto the United States in the just and full sum of \$500, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators jointly and severally, firmly by these presents, sealed with our seals, and dated this 31st day of January, 1874.

Whereas the above-bounden James L. Kervand and W. Lenox Towers, by a certain article of agreement, bearing even date herewith, have contracted and agreed with the said United States to furnish and deliver at the Post-Office Department, at Washington, D. C., for the use of said Department, certain articles of stationery in said agreement specified, for the term of one year from the 1st day of February, 1874, as by reference to said article of agreement, hereto annexed, will more fully appear:

Now, the condition of this obligation is such that if the said James L. Kervand and W. Lenox Towers shall well and truly keep and perform the covenants in the said article of agreement on their part to be kept and performed, then this obligation to be void; otherwise to be of full force.

J. L. KERVAND. [L. S.]  
W. LENOX TOWERS. [L. S.]  
JOS. L. PEARSON. [L. S.]  
W. H. NALLEY. [L. S.]

Signed, sealed, and delivered in the presence of—  
H. M. DEEBLES.  
HENRY CHASE.

I hereby certify that the above-named Jos. L. Pearson and W. H. Nalley, sureties in the foregoing contract executed by Kervand & Towers, are, in my opinion, financially good, and able to respond to all damages which may arise from any default on the part of the parties of the second part to said contract.

THOS. L. TULLOCK,  
*Collector Internal Revenue.*

This agreement, made and entered into this thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by John A. J. Creswell, Postmaster-General, of the first part, and Alex. V. Grimes, Georgetown, D. C., of the second part—

Witnesseth: That whereas the Postmaster-General heretofore, to wit, on the 20th day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, in manner and form following, to wit:

#### PROPOSALS FOR STATIONERY.

POST-OFFICE DEPARTMENT, *December 20, 1873.*

Sealed proposals will be received at this Department until January 24, 12 o'clock noon, eighteen hundred and seventy-four, for furnishing certain articles of stationery, for the use of the Department for one year from February 1, 1874.

Blank forms of proposals, stating the quality and estimated quantity of each article, will be furnished on application to the First Assistant Postmaster-General.

Each proposal must be signed by the individual or firm making it, and be accompanied by a guarantee, certified to be responsible and sufficient by the postmaster or United States attorney where the bidder resides, that the bidder shall, within ten days after being called upon to do so, execute a contract to furnish promptly, and in quantities as ordered, the article or articles awarded to him; to be accompanied by a bond, with approved security, in a penalty of not less than twice the contract price of all the articles to be furnished by said bidder, conditioned upon the faithful performance of the same.

Proposals unaccompanied by such guarantee will not be considered.

The bids will be considered and accepted, or rejected, item by item, or by classes or items, as the Postmaster-General may elect.

The articles delivered must be of the genuine manufacture and quality specified, and be furnished at the contract price, whether more or less than the estimated quantity ordered, and must be delivered free of charge to the Department for delivery.

The delivery must be made to the person designated by the Postmaster-General to receive the articles, which shall be subject to examination and approval by an expert detailed for that purpose. The failure to deliver in a reasonable time, say two weeks at farthest, or the delivery of an article deficient in quality or quantity, will be held sufficient cause to annul the contract, at the discretion of the Postmaster-General.

The head of the Department will, in all cases, decide whether the articles tendered by the contractor are of the kind and quality required by the contract.

The Postmaster-General reserves the right of rejecting any or all bids if in his judgment the interests of the Department require it.

Samples of paper and envelopes will be furnished, and samples of cutlery will be shown, on application to the First Assistant Postmaster-General.

Each proposal must be indorsed on the envelope "Proposals for Stationery," and be directed to the First Assistant Postmaster-General.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

And whereas certain proposals were made pursuant thereto, and received at the Post-Office Department for supplying the said Department with articles of stationery, to be ordered at any time during the year, commencing on the 1st day of February, at certain rates and prices therein proposed and specified; and whereas said proposals were opened and examined, and, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said party of the second part, to supply the following articles of stationery at the prices herein specified, to wit:

Item 7 <sup>th</sup> . 10 dozen paper-folders, polished ivory, 9 inch, as per sample, per dozen,	
\$4.12 .....	\$41 20
Item 103. 2 dozen quart-bottles of Thaddeus David's genuine carmine ink, per	
quart, \$2.....	48 00

were to be accepted; and whereas the said proposals of the party of the second part should be accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said party of the second part hereby covenants and agrees, to and with the said party of the first part, to furnish and deliver to the Post-Office Department, at Washington, D. C., within ten days after being ordered so to do, so many of the articles above enumerated, in such quantities as may be ordered from time to time, and of the quality and at the prices therein specified, as shall be required for one year from the 1st day of February, 1874; said articles of stationery to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said party of the second part, to pay the said party of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers for each and every item above enumerated, so furnished, according to the amount herein stated, at the contract rates and prices thereof agreed upon by the contracting parties for the articles so proposed and specified.

It is mutually covenanted and agreed between the parties hereto, that in case of repeated failures upon the part of the party of the second part to promptly furnish and deliver, as aforesaid, any of the articles of stationery of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents, and all covenants and agreements on the part of the party of the first part entered into by this indenture, and unless so rescinded or annulled this agreement shall continue in force and effect for one year from the 1st day of February, 1874; and it is further covenanted and agreed upon the part of the party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the party of the second part are hereto affixed.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:  
JAMES H. MAHR.

ALEX. V. GRIMES. [L. s.]

Witnesses to signature of second part:  
GEORGE W. ROSS.

Know all men by these presents that we, Alex. V. Grimes, Georgetown, D. C., as principal, and Charles Lanman, are held and firmly bound unto the United States in the just and full sum of five hundred (\$500) dollars, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents, sealed with our seals, and dated this 31st day of January, 1874.

Whereas the above bounden Alex. V. Grimes, by a certain article of agreement bearing even date herewith, has contracted and agreed with the said United States to furnish and deliver at the Post-Office Department, at Washington, D. C., for the use of said Department, certain articles of stationery in said agreement specified, for the term of one year from the 1st day of February, 1874, as by reference to said article of agreement, hereto annexed, will more fully appear :

Now, the condition of this obligation is such, that if the said Alex. V. Grimes shall well and truly keep and perform the covenants in the said article of agreement on their part to be kept and performed, then this obligation to be void ; otherwise to be of full force.

ALEX. V. GRIMES. [L. S.]  
CHARLES LANMAN. [L. S.]

Signed, sealed, and delivered in the presence of—  
JOHN A. GRIFFIN.

I hereby certify that the above-named Alex. V. Grimes and Charles Lanman, sureties in the foregoing contract executed by Alex. V. Grimes, are, in my opinion, financially good, and able to respond to all damages which may arise from any default on the part of the party of the second part to said contract.

FULDER C. HACKNEY.

CHAS. T. ENGLISH,  
*Collector of Customs, Georgetown, D. C.*

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This agreement, made and entered into this thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by John A. J. Creswell, Postmaster-General, of the first part, and Germound Crandell, Washington, D. C., of the second part—

Witnesseth : That whereas the Postmaster-General heretofore, to wit, on the 20th day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, in manner and form following, to wit :

#### PROPOSALS FOR STATIONERY.

POST-OFFICE DEPARTMENT,  
December 20, 1873.

Sealed proposals will be received at this Department until January 24, 12 o'clock noon, eighteen hundred and seventy-four, for furnishing certain articles of stationery for the use of the Department for one year from February 1. 1874.

Blank forms of proposals, stating the quality and estimated quantity of each article, will be furnished on application to the First Assistant Postmaster-General.

Each proposal must be signed by the individual or firm making it, and be accompanied by a guarantee, certified to be responsible and sufficient by the postmaster or United States attorney where the bidder resides, that the bidder shall, within ten days after being called upon to do so, execute a contract to furnish promptly, and in quantities as ordered, the article or articles awarded to him ; to be accompanied by a bond, with approved security, in a penalty of not less than twice the contract-price of all the articles to be furnished by said bidder, conditioned upon the faithful performance of the same.

Proposals unaccompanied by such guarantee will not be considered.

The bids will be considered and accepted, or rejected, item by item, or by classes or items, as the Postmaster-General may elect.

The articles delivered must be of the genuine manufacture and quality specified, and be furnished at the contract-price, whether more or less than the estimated quantity ordered, and must be delivered free of charge to the Department for delivery.

The delivery must be made to the person designated by the Postmaster-General to receive the articles, which shall be subject to examination and approval by an expert detailed for that purpose. The failure to deliver in a reasonable time, say two weeks at farthest, or the delivery of an article deficient in quality or quantity, will be held sufficient cause to annul the contract, at the discretion of the Postmaster-General.



The head of the Department will, in all cases, decide whether the articles tendered by the contractor are of the kind and quality required by the contract.

The Postmaster-General reserves the right of rejecting any or all bids if in his judgment the interests of the Department require it.

Samples of paper and envelopes will be furnished, and samples of cutlery will be shown, on application to the First Assistant Postmaster-General.

Each proposal must be indorsed on the envelope "Proposals for Stationery," and be directed to the First Assistant Postmaster-General.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

And whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with articles of stationery, to be ordered at any time during the year, commencing on the first day of February, at certain rates and prices therein proposed and specified; and whereas said proposals were opened and examined, and all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said party of the second part, to supply the following articles of stationery at the prices herein specified, to wit:

Item 71. Fifty dozen A. W. Faber's best black-lead pencils, Nos. 1 to 4 as ordered, hexagon, gilt, per dozen, 57 cents .....	\$28 50
Item 76. Ten dozen best American carmine and blue, hexagon, per dozen, 55 cents .....	5 50
Item 89. Ten dozen rolls office-pins, per dozen rolls, 65 cents .....	6 50
Item 102. Five dozen quart-bottles of French imperial violet copying-ink, per dozen bottles, \$5 .....	25 00

should be accepted; and whereas the said proposals of the party of the second part were so accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said party of the second part hereby covenants and agrees, to and with the said party of the first part, to furnish and deliver to the Post-Office Department, at Washington, D. C., within ten days after being ordered so to do, so many of the articles above enumerated, in such quantities as may be ordered from time to time, and of the quality and at the prices therein specified, as shall be required for one year from the first day of February, 1874; said articles of stationery to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said party of the second part, to pay the said party of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers for each and every item above enumerated, so furnished, according to the amount herein stated, at the contract rates and prices thereof agreed upon by the contracting parties for the articles so proposed and specified, it is mutually covenanted and agreed between the parties hereto, that in case of repeated failures upon the part of the party of the second part to promptly furnish and deliver, as aforesaid, any of the articles of stationery of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents, and all covenants and agreements on the part of the party of the first part entered into by this indenture, and unless so rescinded or annulled this agreement shall continue in force and effect for one year from the first day of February, 1874; and it is further covenanted and agreed upon the part of the party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the party of the second part are hereto affixed.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:  
JAMES H. MARR.

GERMOND CRANDELL. [L. s.]

Witness to signature of second part, as to Germond Crandell:  
J. M. EDMUNDS.

Know all men by these presents that we, Germond Crandell, Washington, D. C., as principal, and Sayles J. Bowen and Charles D. Liebermann as sureties, are held and truly bound unto the United States in the just and full sum of five hundred (\$500) dollars, current lawful money of the United States, to which payment, well and truly

to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents; sealed with our seals, and dated this 31st day of January, 1874.

Whereas the above bounden Germond Crandell, by a certain article of agreement bearing even date herewith, has contracted and agreed with the said United States to furnish and deliver at the Post-Office Department, at Washington, D. C., for the use of said Department, certain articles of stationery in said agreement specified, for the term of one year from the first day of February, 1874, as by reference to said article of agreement, hereto annexed, will more fully appear:

Now, the condition of this obligation is such that if the said Germond Crandell shall well and truly keep and perform the covenants in the said article of agreement on their part to be kept and performed, then this obligation to be void; otherwise to be of full force.

GERMOND CRANDELL. [L. s.]

Signed, sealed, and delivered in the presence of—

As to Germond Crandell:

J. M. EDMUNDS.

SAYLES J. BOWEN. [L. s.]

Witness to Sayles J. Bowen:

AMARIAH UNDERHILL.

CHAS. D. LIEBERMANN. [L. s.]

Witness to C. D. Liebermann:

HENRY S. PERKINS.

I hereby certify that the above-named Sayles J. Bowen and Charles D. Liebermann, sureties in the foregoing contract executed by Germond Crandell, are, in my opinion, financially good, and able to respond to all damages which may arise from any default on the part of the party of the second part to said contract.

J. M. EDMUNDS,

*Postmaster, Washington, D. C.*

This agreement, made and entered into this thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by John A. J. Creswell, Postmaster-General, of the first part, and William Ballantyne, of Washington, D. C., of the second part, witnesseth, that whereas the Postmaster-General, heretofore, to wit, on the twentieth day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, in manner and form following, to wit:

#### PROPOSALS FOR STATIONERY.

POST-OFFICE DEPARTMENT,

*December 20 1873.*

Sealed proposals will be received at this Department until January 24, 12 o'clock noon, eighteen hundred and seventy-four, for furnishing certain articles of stationery for the use of the Department for one year from February 1, 1874.

Blank forms of proposals, stating the quality and estimated quantity of each article, will be furnished on application to the First Assistant Postmaster-General.

Each proposal must be signed by the individual or firm making it, and be accompanied by a guarantee, certified to be responsible and sufficient by the postmaster or United States attorney where the bidder resides, that the bidder shall, within ten days after being called upon to do so, execute a contract to furnish promptly, and in quantities as ordered, the article or articles awarded to him; to be accompanied by a bond, with approved sureties, in a penalty of not less than twice the contract-price of all the articles to be furnished by said bidder, conditioned upon the faithful performance of the same.

Proposals unaccompanied by such guarantee will not be considered.

The bids will be considered and accepted, or rejected, item by item, or by classes or items, as the Postmaster-General may elect.

The articles delivered must be of the genuine manufacture and quality specified, and be furnished at the contract-price, whether more or less than the estimated quantity ordered, and must be delivered free of charge to the Department for delivery.

The delivery must be made to the person designated by the Postmaster-General to receive the articles, which shall be subject to examination and approval by an expert detailed for that purpose. The failure to deliver in a reasonable time, say two weeks at farthest, or the delivery of an article deficient in quality or quantity, will be held sufficient cause to annul the contract, at the discretion of the Postmaster-General.

The head of the Department will, in all cases, decide whether the articles tendered by the contractor are of the kind and quality required by the contract.

The Postmaster-General reserves the right of rejecting any or all bids, if in his judgment the interests of the Department require it.

Samples of paper and envelopes will be furnished, and samples of cutlery will be shown, on application to the First Assistant Postmaster-General.

Each proposal must be indorsed on the envelopes, "Proposals for Stationery," and be directed to the First Assistant Postmaster-General.

JNO. A. J. CRESWELL,  
Postmaster-General.

And whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with articles of stationery, to be ordered at any time during the year, commencing on the first day of February, at certain rates and prices therein proposed and specified; and whereas said proposals were opened and examined, and, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said party of the second part, to supply the following articles of stationery at the prices herein specified, to wit:

25 reams of foolscap, flat, 16 pounds per ream, per ream, \$3.40.....	\$85 00
20 reams of legal cap, flat, 16 pounds per ream, per ream, \$3.70.....	74 00
20 reams of quarto post, best quality, 12 pounds per ream, per ream, \$2.76....	552 00
5 reams of double cap, white, best quality, flat, seventeen by twenty-eight inches, 28 pounds per ream, per ream, \$6.....	30 00
6 reams of superroyal, flat, twenty by twenty-eight inches, 52 pounds per ream, per ream, \$12.50.....	75 00
50 reams of best packet-note, white wove, 8 pounds per ream, per ream, \$2.08.	104 00
50 reams of commercial note, No. 6, 8 pounds per ream, per ream, \$2.08.....	104 00
5 reams of envelope-paper, yellow or buff, royal, 28 pounds per ream, at \$4.80 per ream.....	24 00
10,000 envelopes, best manila paper, 11½ by 7½ inches, gummed one inch in flap, per thousand, \$5.40.....	54 00
2,000 envelopes, best manila paper, 15 by 9 inches, gummed one inch and one-fourth in flap, per thousand, \$8.88.....	26 64
16,000 envelopes, best manila paper, 8½ by 5½ inches, gummed three-quarters of an inch in flap, per thousand, \$3.65.....	36 50
5,000 envelopes, good manila paper, 10½ by 6½ inches wide, gummed, per thousand, \$4.48.....	22 40
30,000 envelopes, light buff, extra thick, smooth paper, best quality, 11 by 5 inches, per thousand, \$5.60.....	112 00
30,000 envelopes, light buff, extra thick, smooth paper, best quality, 10 by 4½ inches, per thousand, \$4.70.....	141 00
30,000 envelopes, 17 by 15, light buff, extra thick, No. 12, 17 pounds 2 ounces per thousand, \$4.70 per thousand.....	235 00
10,000 envelopes, double thick, cream-laid, No. 12, 20 pounds 3 ounces per thousand, \$5.50 per thousand.....	55 00
6 dozen memorandum-books, demy, octavo sheep, 100 leaves, dollars and cents or plain as ordered, 7½ by 4½ inches, per dozen, \$3.10.....	18 60
25 gross Gillott's pen, No. 294 and 404, per gross, \$0.47.....	11 75
20 gross Gillott's pen, No. 170, per gross, \$0.65.....	13 00
6 gross Gillott's pen, No. 351, per gross, \$0.56.....	3 36
30 gross Gillott's pen, No. 303, per gross, \$0.92.....	27 60
6 gross Gillott's pen, No. 262, per gross, \$1.47.....	8 82
10 gross Gillott's pen, No. 202, per gross, \$0.49.....	4 90
20 gross Gillott's pen, No. 390, per gross, \$0.47.....	9 40
10 gross Esterbrook's pen, No. 100, per gross, \$0.39.....	3 90
10 gross Clothier's Hollingshead pen, blunt point, per gross, \$1.10.....	11 00
5 gross Goodspeed's fountain pen, No. 1, per gross, \$1.50.....	7 50
15 gross Perry & Co's fountain pen, No. 150, per gross, \$0.90.....	13 50
36 gross Cohen & Son's pens, as ordered, per gross, \$0.40.....	20 00
12 gross Payson, Dunston & Scribner's pen, No. 117, per gross, \$0.46.....	5 52
10 dozen iron paper-weights, oval, 5 inches in diameter, per dozen, \$1.83.....	18 30
75 gross gum bands, No. 16, per gross, \$0.14.....	10 50
5 gross gum bands, No. 000, ¼ inch, per gross, \$0.13.....	3 25
5 dozen glass inkstands, round-flat, very solid, with bronze top, and Knox's patent hinge, 3½ inches, per dozen, \$1.30.....	6 50
12 dozen quart bottles best mucilage, per dozen, \$5.....	60 00
75 pounds sealing-wax, best extra superfine, scarlet, per pound, \$0.65.....	48 75
20 dozen boxes notarial seals, assorted sizes, colors to order, per dozen, \$0.96 ..	19 20
2 dozen office shears, Seymour's best quality, ten inch, per dozen, \$10.....	50 00

should be accepted; and whereas the said proposals of the party of the second part were so accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said party of the second part hereby covenants and agrees, to and with the said party of the first part, to furnish and deliver to the Post-Office Department, at Washington, D. C., within ten days after being ordered so to do, so many of the articles above enumerated, in such quantities as may be ordered from time to time, and of the quality and at the prices therein specified, as shall be required for one year from the first day of February, 1874; said articles of stationery to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said party of the second part, to pay the said party of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers for each and every item above enumerated, so furnished, to direct payment therefor according to the amount herein stated, at the contract rates and prices thereof agreed upon by the contracting parties for the articles so proposed and specified.

It is mutually covenanted and agreed between the parties hereto that, in case of repeated failures upon the part of the party of the second part to promptly furnish and deliver, as aforesaid, any of the articles of stationery of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents, and all covenants and agreements on the part of the party of the first part entered into by this indenture, and unless so rescinded or annulled this agreement shall continue in force and effect for one year from the first day of February, 1874; and it is further covenanted and agreed upon the part of the party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the party of the second part are hereto affixed.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:

JAMES H. MARR.

[L. S.]

Witness to signature of second part:

E. H. CHICHESTER.

WM. BALLANTYNE.

Know all men by these presents that we, William Ballantyne, of Washington, D. C., as principal, and Robert Leitch and George C. Henning, as sureties, are held and firmly bound unto the United States in the just and full sum of five thousand (\$5,000) dollars, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators jointly and severally, firmly by these presents, sealed with our seals, and dated this 9th day of February, 1874.

Whereas the above-bounden William Ballantyne, of Washington, D. C., by a certain article of agreement, bearing even date herewith, has contracted and agreed with the said United States to furnish and deliver at the Post-Office Department, at Washington, D. C., for the use of said Department, certain articles of stationery in said agreement specified, for the term of one year from the first day of February, 1874, as, by reference to said article of agreement, hereto annexed, will more fully appear.

Now, the condition of this obligation is such, that if the said William Ballantyne shall well and truly keep and perform the covenants in the said article of agreement on their part to be kept and performed, then this obligation to be void; otherwise to be of full force.

[L. S.]

[L. S.]

[L. S.]

WM. BALLANTYNE.  
ROBERT LEITCH.  
GEO. C. HENNING.

Signed, sealed, and delivered in the presence of—

JOS. D. FREE, JR.

E. H. CHICHESTER.

JNO. T. HADAWAY.

I hereby certify that the above-named Robert Leitch and Geo. C. Henning, sureties in the foregoing contract executed by Wm. Ballantyne, are, in my opinion, financially good, and able to respond to all damages which may arise from any default on the part of the party of the second part to said contract.

THOS. L. TULLOCK,  
*Collector Internal Revenue for the District of Columbia.*

WASHINGTON, Feb. 9, 1874.

This agreement, made and entered into this thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by John A. J. Creswell, Postmaster-General, of the first part, and Warren Choate, of Washington, D. C., of the second part, witnesseth, that whereas the Postmaster-General heretofore, to wit, on the 20th day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, in manner and form following, to wit:

## PROPOSALS FOR STATIONERY.

POST-OFFICE DEPARTMENT, *December 20, 1873.*

Sealed proposals will be received at this Department until January twenty-fourth, eighteen hundred and seventy-four, for furnishing certain articles of stationery for the use of the Department for one year from February first, 1874.

Blank forms of proposals, stating the quality and estimated quantity of each article, will be furnished on application to the First Assistant Postmaster-General.

Each proposal must be signed by the individual or firm making it, and be accompanied by a guarantee, certified to be responsible and sufficient by the postmaster or United States attorney where the bidder resides, that the bidder shall, within ten days after being called upon to do so, execute a contract to furnish promptly, and in quantities as ordered, the article or articles awarded to him; to be accompanied by a bond, with approved security, in a penalty of not less than twice the contract-price of all the articles to be furnished by said bidder, conditioned upon the faithful performance of the same.

Proposals unaccompanied by such guarantee will not be considered.

The bids will be considered and accepted, or rejected, item by item, or by classes or items, as the Postmaster-General may elect.

The articles delivered must be of the genuine manufacture and quality specified, and be furnished at the contract-price, whether more or less than the estimated quantity ordered, and must be delivered free of charge to the Department for delivery.

The delivery must be made to the person designated by the Postmaster-General to receive the articles, which shall be subject to examination and approval by an expert detailed for that purpose. The failure to deliver in a reasonable time, say two weeks at farthest, or the delivery of an article deficient in quality or quantity, will be held sufficient cause to annul the contract, at the discretion of the Postmaster-General.

The head of the Department will, in all cases, decide whether the articles tendered by the contractor are of the kind and quality required by the contract.

The Postmaster-General reserves the right of rejecting any or all bids, if in his judgment the interests of the Department require it.

Samples of paper and envelopes will be furnished, and samples of cutlery will be shown, on application to the First Assistant Postmaster-General.

Each proposal must be indorsed on the envelope "Proposals for Stationery," and be directed to the First Assistant Postmaster-General.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

And whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with articles of stationery, to be ordered at any time during the year, commencing on the first day of February, at certain rates and prices therein proposed and specified; and whereas said proposals were opened and examined, and, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said party of the second part, to supply the following articles of stationery at the prices herein specified, to wit:

Item 2.	25 reams of foolscap, folded, 16 pounds per ream, \$3.78.....	\$94 50
Item 5.	1 ream of printing-paper, uncalendered, 44 pounds per ream, \$1.50.....	1 50
Item 7.	50 reams quarto post, laid and uncalendered, 10 pounds per ream, \$2.47.....	123 50
Item 8.	5 reams folio post, flat, 17 by 22 inches, 28 pounds per ream, \$6.63.....	33 15
Item 10.	5 reams of English hand-made cap, 16 pounds per ream, \$4.....	20 00
Item 11.	5 reams of flatcap, wove, 20 pounds per ream, \$3.....	15 00
Item 13.	6 reams of imperial cap paper, flat, 22 by 30 inches, 65 pounds per ream, \$17.06.....	102 36
Item 16.	25 reams of commercial note, best quality, 7 pounds per ream, \$1.80.....	45 00
Item 19.	10 reams of fine blotting board, white or buff as ordered, Parker's Treasury, 100 pounds per ream, \$20.70.....	207 00
Item 31.	10,000 envelopes, double-thick, cream-laid, No. 11, 17 pounds per M, per M \$4.10.....	41 00
Item 32.	15,000 envelopes, double-thick, cream-laid, No. 10, 14 pounds per M, per M \$3.66.....	54 90

Item 33.	50,000 envelopes, double-thick, cream-laid, No. 7, 9 pounds 3 ounces per M, per M \$2.53 .....	\$126 50
Item 34.	30,000 envelopes, double-thick, cream-laid, No. 6½, 8 pounds 11 ounces per M, per M \$2.21 .....	66 30
Item 35.	40,000 envelopes, double-thick, cream-laid, No. 5, 6 pounds 14 ounces per M, per M \$1.95 .....	78 00
Item 36.	1 dozen press copying-books, 16 by 21 inches, best parchment paper, half-bound, genuine Russia-leather backs and corners, numbered and lettered to order, 1,200 pages each, each \$7 .....	84 00
Item 37.	1 dozen press copying-books, 15 by 31 inches, best parchment paper, half-bound, genuine Russia-leather backs and corners, numbered and lettered to order, 1,200 pages each, each \$9.80 ..	117 60
Item 38.	3 dozen press copying-books, 10 by 14 inches, best French paper, white, half-bound, genuine Russia-leather backs and corners, lettered to order, 1,000 pages each, each \$3.21 .....	115 56
Item 39.	2 dozen press copying-books, 10 by 12 inches, best French paper, white, half-bound, genuine Russia-leather backs and corners, numbered and lettered to order, 1,000 pages each, each \$3.21 ..	77 04
Item 40.	6 dozen press copying-books, 10 by 12 inches, best French paper, white, half-bound genuine Russia-leather backs and corners, numbered and lettered to order, 600 pages each, each \$2.14 .....	154 03
Item 41.	6 dozen memorandum-blocks, 4½ by 6½ inches, per dozen, 95 cents.	5 70
Item 42.	6 dozen memorandum-blocks, 3½ by 4½ inches, per dozen, 68 cents..	4 03
Item 54.	10 gross Esterbrooks' No. 048 pen, per gross, 42 cents .....	4 20
Item 58.	10 gross National-Bank pens, Nos. 5-20, 7-30, and 10-40, per gross, 20 cents .....	2 00
Item 61.	10 gross Perry & Co.'s No. 127 gilt-tips, per gross, 89 cents .....	8 90
Item 62.	6 gross Perry & Co.'s No. 27, per gross, 48 cents .....	2 88
Item 64.	10 gross Perry & Co.'s No. 220, per gross, 49 cents .....	4 90
Item 65.	6 gross Perry & Co.'s spear-point, No. 28, per gross, 49 cents .....	2 94
Item 69.	50 dozen cedar, swell-handled pen-holders, assorted sizes, as ordered, per dozen, 17 cents .....	8 50
Item 70.	125 dozen A. W. Faber's best black-lead pencils, Nos. 1 to 4, as ordered, per dozen, 40 cents .....	50 00
Item 72.	40 dozen A. W. Faber's best carmine and blue hexagon, gilt, per dozen, 96 cents .....	38 40
Item 73.	50 dozen A. W. Faber's best large blue, round, plain, as per sample, per dozen, 45 cents .....	22 50
Item 74.	25 dozen Eagle crayon, blue, round, plain, as per sample, per dozen, 37 cents .....	9 25
Item 75.	100 dozen American best black-lead pencils, Nos. 1 to 4, as ordered, round, gilt, per dozen, 30 cents .....	30 00
Item 81.	5 dozen gutta-percha rulers, round or flat, assorted lengths, as ordered, per dozen, \$4.40 .....	22 00
Item 82.	10 pounds best quality India-rubber erasers, white fringed, assorted sizes, per pound, 58 cents .....	5 80
Item 88.	6 dozen gross boxes McGill's paper-fasteners, ½ inch, per dozen boxes, \$1.85 .....	11 10
Item 91.	30 gross gum-bands, No. 0000½ inch, per gross, \$1.13 .....	33 90
Item 92.	25 gross gum-bands, No. 000½ inch, per gross, 97 cents .....	24 25
Item 93.	100 gross gum-bands, No. 0½ inch, per gross, 64 cents .....	64 00
Item 94.	75 gross gum-bands, No. 31, per gross, 52 cents .....	39 00
Item 98.	6 pounds best quantity sponge, per pound, \$1 .....	6 00
Item 101.	12 dozen quart bottles Carter's combined copying and writing fluid, per dozen, \$6.30 .....	75 60
Item 104.	6 dozen 4-ounce glass-bottles, empty, glass-stoppers, as per sample, per dozen, \$1.20 .....	7 20
Item 108.	12 dozen glass sponge-cups, 2½ inches in diameter, per dozen, \$1.13 .....	13 56
Item 109.	25 dozen Morgan's mucilage stands, 8 ounces, with brush, as per sample, per dozen, \$3 .....	75 00
Item 110.	25 dozen 8-ounce bottles best mucilage, with metal cap and brush, per dozen, \$2.10 .....	52 50
Item 116.	6 dozen pen-knives, American, (equal in metal and finish to Rodgers & Son's small-size four-bladed pearl-handles,) genuine, to be of very best quality, as per sample, per dozen, \$10 .....	60 00
Item 118.	15 dozen erasers, Rodgers & Son's, polished bone-handles, genuine, per dozen, \$3.15 .....	47 25

should be accepted; and whereas the said proposals of the party of the second part were so accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and

agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said party of the second part hereby covenants and agrees, to and with the said party of the first part, to furnish and deliver to the Post-Office Department, at Washington, D. C., within ten days after being ordered so to do, so many of the articles above enumerated, in such quantities as may be ordered from time to time, and of the quality and at the prices therein specified, as shall be required for one year from the first day of February, 1874; said articles of stationery to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees to and with the said party of the second part, to pay the said party of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers for each and every item above enumerated, so furnished, according to the amount herein stated, at the contract rates and prices thereof agreed upon by the contracting parties for the articles so proposed and specified.

It is mutually covenanted and agreed between the parties hereto that in case of repeated failures upon the part of the party of the second part to promptly furnish and deliver as aforesaid any of the articles of stationery of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents, and all covenants and agreements on the part of the party of the first part entered into by this indenture, and, unless so rescinded or annulled, this agreement, shall continue in force and effect for one year from the 1st day of February, 1874; and it is further covenanted and agreed upon the part of the party of the second part hereto that no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the party of the second part are hereto affixed.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:  
JAMES H. MARR.

WARREN CHOATE. [L. S.]

Witness to signature of second part:  
GEO. W. CHOATE.

Know all men by these presents that we, Warren Choate, of Washington, D. C., as principal, and J. C. McKelden and A. Hart, are held and firmly bound unto the United States in the just and full sum of five thousand (\$5,000) dollars, current lawful money of the United States, to which payment well and truly to be made we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents, sealed with our seals and dated this \_\_\_\_\_ day of \_\_\_\_\_, 1874.

Whereas the above-bounden Warren Choate, of Washington, D. C., by a certain article of agreement, bearing even date herewith, has contracted and agreed with the said United States to furnish and deliver at the Post-Office Department at Washington, D. C., for the use of said Department, certain articles of stationery, in said agreement specified, for the term of one year from the 1st day of February, 1874, as by reference to said article of agreement, hereto annexed, will more fully appear:

Now the condition of this obligation is such that, if the said Warren Choate shall well and truly keep and perform the covenants in the said article of agreement on his part to be kept and performed, then this obligation to be void; otherwise to be of full force.

WARREN CHOATE. [L. S.]  
J. C. MCKELDEN. [L. S.]  
A. HART. [L. S.]

Signed, sealed, and delivered in the presence of—  
GEO. W. CHOATE.  
W. H. GRIFFITH.  
GEO. W. CHOATE.

I hereby certify the above-named J. C. McKelden and A. Hart, sureties in the foregoing contract executed by Warren Choate, are, in my opinion, financially good and able to respond to all damages which may arise from any default on the part of the party of the second part to said contract.

Approved as to form.  
March 2, 1874.

J. M. EDMUNDS,  
*Postmaster, Washington, D. C.*

T. A. SPENCE,  
*Assist. Atty.-Gen., Post-Office Department.*

This agreement, made and entered into this thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by John A. J. Creswell, Postmaster-General, of the first part, and Frank

lin Philp and Adolphus S. Solomons, doing business under the name and style of Philp & Solomons, Washington, D. C., of the second part, witnesseth, that whereas the Postmaster-General heretofore, to wit, on the 20th day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, in manner and form following, to wit:

## PROPOSALS FOR STATIONERY.

POST-OFFICE DEPARTMENT,  
December 20, 1873.

Sealed proposals will be received at this Department until January 24, 12 o'clock noon, eighteen hundred and seventy-four, for furnishing certain articles of stationery for the use of the Department for one year from February 1, 1874.

Blank forms of proposals, stating the quality and estimated quantity of each article, will be furnished on application to the First Assistant Postmaster-General.

Each proposal must be signed by the individual or firm making it, and be accompanied by a guarantee, certified to be responsible and sufficient by the postmaster or United States attorney where the bidder resides, that the bidder shall, within ten days after being called upon to do so, execute a contract to furnish promptly and in quantities as ordered, the article or articles awarded to him; to be accompanied by a bond, with approved security, in a penalty of not less than twice the contract price of all the articles to be furnished by said bidder, conditioned upon the faithful performance of the same.

Proposals unaccompanied by such guarantee will not be considered.

The bids will be considered and accepted, or rejected, item by item, or by classes or items, as the Postmaster-General may elect.

The articles delivered must be of the genuine manufacture and quality specified, and be furnished at the contract-price, whether more or less than the quantity ordered, and must be delivered free of charge to the Department for delivery.

The delivery must be made to the person designated by the Postmaster-General to receive the articles, which shall be subject to examination and approval by an expert detailed for that purpose. The failure to deliver in a reasonable time, say two weeks at farthest, or the delivery of an article deficient in quality or quantity, will be held sufficient cause to annul the contract, at the discretion of the Postmaster-General.

The head of the Department will, in all cases, decide whether the articles tendered by the contractor are of the kind and quality required by the contract.

The Postmaster-General reserves the right of rejecting any or all bids if in his judgment the interests of the Department require it.

Samples of paper and envelopes will be furnished, and samples of cutlery will be shown, on application to the First Assistant Postmaster-General.

Each proposal must be indorsed on the envelope, "Proposals for Stationery," and be directed to the First Assistant Postmaster-General.

JNO. A. J. CRESWELL,  
Postmaster-General.

And whereas certain proposals were made pursuant thereto, and received at the Post Office Department, for supplying the said Department with articles of stationery, to be ordered at any time during the year, commencing on the first day of February, at certain rates and prices therein proposed and specified; and whereas said proposals were opened and examined, and, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said parties of the second part, to supply the following articles of stationery at the prices herein specified, to wit:

Item 1.	10 reams of consular paper, flat, 18 pounds per ream, per ream, \$4.08	\$40 80
Item 17.	15 reams of note-paper, best quality, 6 pounds per ream, per ream, \$1.67	25 05
Item 27.	150,000 envelopes, 7015, light-buff, extra-thick, No. 11, 14 pounds 6 ounces per M., per M. \$3.96	594 00
Item 28.	150,000 envelopes, 7015, light-buff, extra-thick, No. 10, 12 pounds 12 ounces per M., per M., \$3.49	523 50
Item 29.	100,000 envelopes, 7015, light-buff, extra-thick, No. 9, 11 pounds 11 ounces per M., per M., \$3.13	313 00
Item 51.	20 gross Gillott's No. 417 pen, per gross, 40 cents	8 00
Item 52.	50 gross Spencerian pens Nos. 1, 2, and 3, per gross, 84 cents	42 00
Item 84.	10 gross Swartwout's fasteners No. 0, per gross, 75 cents	7 50
Item 85.	10 gross Swartwout's fasteners No. 1, per gross, \$1.03	10 30
Item 86.	10 gross Swartwout's fasteners No. 2, per gross, \$1.36	13 60
Item 87.	10 gross Swartwout's fasteners No. 3, per gross, \$1.87	18 70
Item 105.	5 dozen glass inkstands, round, flat, very solid, with bronze top and Knox's patent hinge, 4-inch, per dozen, \$1.45	7 25



Item 107. 5 dozen glass inkstands, round, flat, very solid, with bronze top and Knox's patent hinge, 3-inch, per dozen, 97 cents .....	\$4 85
Item 115. 25 dozen penknives, American, (equal in metal and finish to Rodgers & Son's 4-bladed, buckhorn handles) genuine, all to be of the very best quality, as per sample, per dozen, \$10.80 .....	280 80

should be accepted; and whereas the said proposals of the parties of the second part were so accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said parties of the second part hereby covenant and agree, to and with the said party of the first part, to furnish and deliver to the Post-Office Department, at Washington, D. C., within ten days after being ordered so to do, so many of the articles above enumerated, in such quantities as may be ordered from time to time, and of the quality and at the prices therein specified, as shall be required for one year from the first day of February, 1874; said articles of stationery to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said parties of the second part, to pay the said parties of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers for each and every item above enumerated, so furnished, according to the amount herein stated, at the contract rates and prices thereof agreed upon by the contracting parties for the articles so proposed and specified.

It is mutually covenanted and agreed between the parties hereto that in case of repeated failures upon the part of the parties of the second part to promptly furnish and deliver, as aforesaid, any of the articles of stationery of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents, and all covenants and agreements on the part of the party of the first part entered into by this indenture, and unless so rescinded or annulled this agreement shall continue in force and effect for one year from the first day of February, 1874; and it is further covenanted and agreed upon the part of the party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the parties of the second part are hereto affixed.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:  
JAMES H. MARR.

FRANKLIN PHILP. [SEAL.]  
ADOLPHUS S. SOLOMONS. [SEAL.]

Witnesses to signatures of second part:  
GEORGE BARTLETT.  
J. MAY CHAPMAN.

Know all men by these presents that we, Franklin Philp and Adolphus S. Solomons, doing business under the name and style of Philp & Solomons, Washington, D. C., as principal, and George H. Reay, of city and county of New York, as surety, are held and firmly bound unto the United States in the just and full sum of five thousand (\$5,000) dollars, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents, sealed with our seals, and dated this 31st day of January, 1874.

Whereas the above-bounden Franklin Philp and Adolphus S. Solomons, by a certain article of agreement bearing even date herewith, have contracted and agreed with the said United States to furnish and deliver at the Post-Office Department, at Washington, D. C., for the use of said Department, certain articles of stationery in said agreement specified, for the term of one year from the first day of February, 1874, as by reference to said article of agreement hereto annexed, will more fully appear:

Now, the condition of this obligation is such that if the said Franklin Philp and Adolphus S. Solomons shall well and truly keep and perform the covenants in the said article of agreement on their part to be kept and performed, then this obligation to be void, otherwise to be of full force.

FRANKLIN PHILP. [SEAL.]  
ADOLPHUS S. SOLOMONS [SEAL.]  
GEO. H. REAY. [SEAL.]

Signed, sealed, and delivered in the presence of—

GEORGE BARTLETT.  
J. MAY CHAPMAN  
SAMUEL P. FCEE.

I hereby certify that the above-named George H. Reay, surety in the foregoing contract executed by Franklin Philp and Adolphus S. Solomons, is, in my opinion, financially good, and able to respond to all damages which may arise from any default on the part of the parties of the second part to said contract.

T. D. JAMES, P. M.

This agreement, made and entered into this thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by John A. J. Creswell, Postmaster-General, of the first part, and Robert Beall, of Washington, D. C., of the second part, witnesseth:

That whereas the Postmaster-General heretofore, to wit, on the twentieth day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, in manner and form following, to wit:

#### PROPOSALS FOR STATIONERY.

POST-OFFICE DEPARTMENT,  
December 20th, 1873.

Sealed proposals will be received at this Department until January 24th, 12 o'clock noon, eighteen hundred and seventy-four, for furnishing certain articles of stationery for the use of the Department for one year from February 1st, 1874.

Blank forms of proposals, stating the quality and estimated quantity of each article, will be furnished on application to the First Assistant Postmaster-General.

Each proposal must be signed by the individual or firm making it, and be accompanied by a guarantee, certified to be responsible and sufficient by the postmaster or United States attorney where the bidder resides, that the bidder shall, within ten days after being called upon to do so, execute a contract to furnish promptly, and in quantities as ordered, the article or articles awarded to him; to be accompanied by a bond, with approved security, in a penalty of not less than twice the contract price of all the articles to be furnished by said bidder, conditioned upon the faithful performance of the same.

Proposals unaccompanied by such guarantee will not be considered.

The bids will be considered and accepted, or rejected, item by item, or by classes or items, as the Postmaster-General may elect.

The articles delivered must be of the genuine manufacture and quality specified, and be furnished at the contract price, whether more or less than the estimated quantity ordered, and must be delivered free of charge to the Department for delivery.

The delivery must be made to the person designated by the Postmaster-General to receive the articles, which shall be subject to examination and approval by an expert detailed for that purpose. The failure to deliver in a reasonable time, say two weeks at farthest, or the delivery of an article deficient in quality or quantity, will be held sufficient cause to annul the contract, at the discretion of the Postmaster-General.

The head of the Department will, in all cases, decide whether the articles tendered by the contractor are of the kind and quality required by the contract.

The Postmaster-General reserves the right of rejecting any or all bids, if in his judgment the interests of the Department require it.

Samples of paper and envelopes will be furnished, and samples of cutlery will be shown, on application to the First Assistant Postmaster-General.

Each proposal must be indorsed on the envelope "Proposals for Stationery," and be directed to the First Assistant Postmaster-General.

JNO. A. J. CRESWELL,  
Postmaster-General.

And whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with articles of stationery, to be ordered at any time during the year, commencing on the first day of February, at certain rates and prices therein proposed and specified; and whereas said proposals were opened and examined, and, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said party of the second part to supply the following articles of stationery at the prices herein specified, to wit:

25 gross gum-bands, No. 00 $\frac{1}{2}$ -inch, per gross \$1.....	\$25 00
75 gross gum-bands, No. 30, per gross 37 cents.....	27 75
15 dozen quart bottles Maynard & Noyes's black ink, at \$4 per dozen bottles..	60 00
10 dozen quart bottles Arnold's writing-fluid, at \$3.50 per dozen bottles.....	35 00

should be accepted; and whereas the said proposals of the party of the second part were so accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties

as follows, to wit: The said party of the second part hereby covenants and agrees, to and with the said party of the first part, to furnish and deliver to the Post-Office Department, at Washington, D. C., within ten days after being ordered so to do, so many of the articles above enumerated, in such quantities as may be ordered from time to time, and of the quality and at the prices therein specified, as shall be required for one year from the first day of February, 1874; said articles of stationery to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said party of the second part, to pay the said party of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers for each and every item above enumerated, so furnished, payment therefor according to the amount herein stated, at the contract rates and prices thereof agreed upon by the contracting parties for the articles so proposed and specified. It is mutually covenanted and agreed between the parties hereto that in case of repeated failures upon the part of the party of the second part to promptly furnish and deliver as aforesaid any of the articles of stationery of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents and all covenants and agreements on the part of the party of the first part entered into by this indenture, and unless so rescinded or annulled this agreement shall continue in force and effect for one year from the first day of February, 1874; and it is further covenanted and agreed upon the part of the party of the second part hereto that no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the party of the second part are hereto affixed.

[L. s.]

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:

JAMES H. MARR.

ROBERT BEALL. [L. s.]

Witness to signature of second party:

CHAS. CONS. CALLAN.

Know all men by these presents that we, Robert Beall, of Washington, D. C., as principal, and Joseph L. Pearson and William H. Nalley, are held and firmly bound unto the United States in the just and full sum of five hundred (\$500) dollars, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents, sealed with our seals and dated this 9th day of February, 1874.

Whereas the above-bonded Robert Beall, of Washington, D. C., by a certain article of agreement bearing even date herewith, has contracted and agreed with the said United States to furnish and deliver at the Post-Office Department, at Washington, D. C. for the use of said Department, certain articles of stationery in said agreement specified, for the term of one year from the first day of February, 1874, as by reference to said article of agreement, hereto annexed, will more fully appear:

Now, the condition of this obligation is such that if the said Robert Beall shall well and truly keep and perform the covenants in the said article of agreement on his part to be kept and performed, then this obligation to be void; otherwise to be of full force.

ROBERT BEALL. [L. s.]  
JOS. L. PEARSON. [L. s.]  
WM. H. NALLEY. [L. s.]

Signed, sealed, and delivered in the presence of—  
CHAS. CONS. CALLAN.

I hereby certify that the above-named Joseph L. Pearson and William H. Nalley, surties in the foregoing contract executed by Robert Beall, are, in my opinion, financially good, and able to respond to all damages which may arise from any default on the part of the party of the second part to said contract.

CHAS. CONS. CALLAN,  
*Notary Public.*

This agreement, made and entered into this first day of February, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by Jno. A. J. Creswell, Postmaster-General, of the first part, and Wm. H. Hoffman, of Baltimore, Md., of the second part, witnesseth:

That whereas the Postmaster-General heretofore, to wit, on the 8th day of December, 1873, caused to be published in certain newspapers in the United States

a certain advertisement of the date last aforesaid, a copy of which is hereunto annexed and whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with wrapping-paper; and whereas said proposals were opened and examined; and whereas, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said party of the second part, to supply the wrapping-paper aforesaid, should be accepted; and whereas the said proposals of the party of the second part were accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said party of the second part hereby covenants and agrees, to and with the said party of the first part, to furnish and deliver to the blank-agency at Washington, D. C., so many reams of wrapping-paper herein specified as shall be required for one year, from the first day of February, 1874, said paper to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said party of the second part, to pay the said party of the second part in one month after the expiration of each quarter of the year, upon the production of the proper vouchers to the Auditor of the Treasury for the Post-Office Department, as follows, to wit: For each and every ream of paper as described in said advertisement, being 20 by 25 inches in size, the sum of one dollar and forty-six (\$1.46) cents, and for every ream of paper as described in said advertisement, being 26 by 40 inches in size, the sum of three dollars and sixty-five (\$3.65) cents. It is mutually covenanted and agreed between the parties hereto that in case of repeated failures upon the part of the party of the second part to promptly furnish and deliver, as aforesaid, any wrapping-paper of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents and all covenants and agreements on his part entered into by this indenture, and unless so rescinded or annulled this agreement shall continue in force and effect for one year from the first day of February, 1874; and it is further covenanted and agreed upon the part of the party of the second part hereto that no member of Congress of the United States shall be admitted to any share or part of this contract or to any benefit to arise therefrom.

In witness whereof, the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the party of the second part are hereto affixed.

[L. S.]

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:  
N. A. GRAY.

WM. H. HOFFMAN. [L. S.]

Witness to signature of second party:  
CHARLES C. CLARK.

#### PROPOSALS FOR WRAPPING-PAPER AND TWINE.

POST-OFFICE DEPARTMENT,  
*Washington, D. C., December 8, 1873.*

Sealed proposals will be received at this Department until the 8th day of January, 1874, at 12 o'clock noon, for furnishing wrapping-paper and twine for the use of the post-offices in the United States for one year from the 1st day of February, 1874, the said articles to be delivered, free of expense to the Department, at the blank-agency of the Post-Office Department, Washington, D. C.

The quality and the estimated quantity of each article required are specified below: 12,000 reams of wrapping-paper, 20 by 25 inches in size, and to weigh 22 pounds to the ream, each ream to contain 20 perfect quires.

150 reams of wrapping-paper, 26 by 40 inches in size, and to weigh 55 pounds to the ream, each ream to contain 20 perfect quires.

130,000 pounds of cotton-twine, to be 8-ply, and to measure from 750 to 775 yards to the pound, of sufficient strength to sustain a weight of 17 pounds, and to be put up in balls weighing about a half pound each, and so bound as not to become loose or tangled in transportation.

45,000 pounds of coarse hemp-twine, to be 3-ply, and to measure from 40 to 45 yards to the pound, and to be put up in balls weighing from one to two pounds each, and so bound as not to become loose or tangled in transportation.

Samples of the articles required will be furnished to persons who desire to bid, on application to the First Assistant Postmaster-General, Washington, D. C.

More or less than the estimated quantities may be ordered, as the necessities of the Department may require, at the discretion of the Postmaster-General.

Awards will be made for each article separately, if deemed most advantageous to the Department.

Bids not made in conformity with this advertisement will not be considered.

Each bidder must furnish with his proposal guarantees of his ability to comply with his bid, and a certificate from a postmaster that such guarantors are reliable persons.

A bond with two sufficient sureties will be required to each contract.

A failure to furnish promptly any article contracted for, or an attempt to impose upon the Department articles inferior, in the opinion of the Postmaster-General, to those contracted for, will be considered sufficient cause for the forfeiture of the contract.

The Postmaster-General reserves the right to reject any or all bids, if, in his opinion, it is required by the interests of the Department.

Proposals must be indorsed on the envelope "Proposals for Wrapping-paper," or "Proposals for Twine," and addressed to the First Assistant Postmaster-General, Washington, D. C.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Know all men by these presents, that we, Wm. H. Hoffman as principal, and J. Wheelwright and Jno. C. Balderston, as sureties, all of Baltimore, Md., are held and firmly bound unto the United States in the just and full sum of fifteen thousand dollars, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents, sealed with our seals, and dated this 1st day of February, 1874.

The condition of this obligation is such, that whereas the above-bounden Wm. H. Hoffman, by a certain article of agreement bearing even date herewith, has contracted and agreed with the said United States to furnish and deliver at the blank agency, at Washington, D. C., for the use of said Department, certain wrapping-paper for the term of one year from the first day of February, 1874, as by reference to said article of agreement, hereto annexed, will more fully appear:

Now, if the said Wm. H. Hoffman shall well and truly keep and perform the covenants in the said article of agreement on his part to be kept and performed, then this obligation to be void, otherwise to be of full force.

WM. H. HOFFMAN. [L. s.]  
J. WHEELWRIGHT. [L. s.]  
JNO. C. BALDERSTON. [L. s.]

Signed, sealed, and delivered in the presence of—

CHARLES C. CLARK.  
CHARLES C. CLARK.  
CHARLES C. CLARK.

I certify that the above-named J. Wheelwright and Jno. C. Balderston, sureties in the foregoing contract, executed by Wm. H. Hoffman, are, in my opinion, good and able to respond to all damages which may arise from any default on the part of the party of the second part to said contract.

AND. W. DENISON,  
*Postmaster, Baltimore, Md.*

This agreement, made and entered into this first day of February, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by Jno. A. J. Creswell, Postmaster-General, of the first part, and Carlos H. Gould, James Pearce, and Henry Pearce, manufacturers, of the city of Cincinnati, Ohio, trading and doing business in the name, style, and firm of Gould, Pearce & Co., of the second part, witnesseth:

That whereas the Postmaster-General heretofore, to wit, on the 8th day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, a copy of which is hereunto annexed, and whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with cotton-twine;

And whereas said proposals were opened and examined; and whereas, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said parties of the second part, to supply the cotton-twine aforesaid, should be accepted; and whereas the said proposals of the parties of the second part were accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said parties of the second part hereby covenant and agree, to, and with the said party of the first part, to furnish and deliver to the blank agency at Washington, D. C., so many pounds of cotton-twine, herein specified, as shall be required for one year from the first day of February, 1874; said twine to be well and

securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said parties of the second part, to pay the said parties of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers to the Auditor of the Treasury for the Post-Office Department, as follows, to wit: For each and every pound of cotton-twine, as described in said advertisement, the sum of twenty-six and eighty-five hundredths ( $26\frac{85}{100}$ ) cents. It is mutually covenanted and agreed between the parties hereto that, in case of repeated failures upon the part of the parties of the second part to promptly furnish and deliver, as aforesaid, any twine of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents and all covenants and agreements on his part entered into by this indenture, and, unless so rescinded or annulled, this agreement shall continue in force and effect for one year from the first day of February, 1874; and it is further covenanted and agreed upon the part of the parties of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of this contract or to any benefit to arise therefrom.

In witness whereof, the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the parties of the second part are hereto affixed.

[L. S.]

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General :  
N. A. GRAY.

Witness to signatures of second parties :

E. S. LLOYD, as to  
T. C. PEARCE, as to  
T. C. PEARCE, as to

C. H. GOULD. [L. S.]  
JAMES PEARCE. [L. S.]  
HENRY PEARCE. [L. S.]

#### PROPOSALS FOR WRAPPING-PAPER AND TWINE.

POST-OFFICE DEPARTMENT,  
*Washington, D. C., December 8, 1873.*

Sealed proposals will be received at this Department until the 8th day of January, 1874, at 12 o'clock noon, for furnishing wrapping-paper and twine for the use of the post-offices in the United States for one year from the 1st day of February, 1874, the said articles to be delivered, free of expense to the Department, at the blank agency of the Post-Office Department, Washington, D. C.

The quality and the estimated quantity of each article required are specified below :  
12,000 reams of wrapping-paper, 20 by 25 inches in size, and to weigh 22 pounds to the ream, each ream to contain 20 perfect quires.

150 reams of wrapping-paper, 26 by 40 inches in size, and to weigh 55 pounds to the ream, each ream to contain 20 perfect quires.

130,000 pounds of cotton-twine, to be 8-ply, and to measure from 750 to 775 yards to the pound, of sufficient strength to sustain a weight of 17 pounds, and to be put up in balls weighing about a half pound each, and so bound as not to become loose or tangled in transportation.

45,000 pounds of coarse hemp-twine, to be 3-ply, and to measure from 40 to 45 yards to the pound, and to be put up in balls weighing from one to two pounds each, and so bound as not to become loose or tangled in transportation.

Samples of the articles required will be furnished to persons who desire to bid, on application to the First Assistant Postmaster-General, Washington, D. C.

More or less than the estimated quantities may be ordered, as the necessities of the Department may require, at the discretion of the Postmaster-General.

Awards will be made for each article separately, if deemed most advantageous to the Department.

Bids not made in conformity with this advertisement will not be considered.

Each bidder must furnish with his proposal guarantees of his ability to comply with his bid, and a certificate from a postmaster that such guarantors are reliable persons.

A bond with two sufficient sureties will be required to each contract.

A failure to furnish promptly any article contracted for, or an attempt to impose upon the Department articles inferior, in the opinion of the Postmaster-General, to those contracted for, will be considered sufficient cause for the forfeiture of the contract.

The Postmaster-General reserves the right to reject any or all bids, if, in his opinion, it is required by the interests of the Department.

Proposals must be indorsed on the envelope, "Proposals for Wrapping-paper," or "Proposals for Twine," and addressed to the First Assistant Postmaster-General, Washington, D. C.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Know all men by these presents, that we, Gould, Pearce & Co., of Cincinnati, Ohio, as principals, and W. T. Bishop and Andrew Erkenbrecker, both of Cincinnati, Ohio, as sureties, are held and firmly bound unto the United States in the just and full sum of twenty thousand dollars, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents, sealed with our seals and dated this 1st day of February, 1874.

The condition of this obligation is such, that whereas the above-bounden Gould, Pearce & Co., by a certain article of agreement bearing even date herewith, have contracted and agreed with the said United States to furnish and deliver at the blank agency, at Washington, D. C., for the use of said Department, certain cotton-twine, for the term of one year from the first day of February, 1874, as by reference to said article of agreement, hereto annexed, will more fully appear:

Now, if the said Gould, Pearce & Co. shall well and truly keep and perform the covenants in the said article of agreement, on their part to be kept and performed, then this obligation to be void, otherwise to be of full force.

GOULD, PEARCE & CO.	[L. S.]
W. T. BISHOP,	[L. S.]
ANDREW ERKENBRECKER.	[L. S.]

Signed, sealed, and delivered in the presence of—

E. S. LLOYD,  
T. C. PEARCE.

I hereby certify that the above-named W. T. Bishop and Andrew Erkenbrecker, sureties in the foregoing contract executed by Gould, Pearce & Co., are, in my opinion, good and able to respond to all damages which may arise from any default on the part of the parties of the second part to said contract.

THOS. H. FOULDS,  
*Postmaster, Cincinnati, Ohio.*

This agreement, made and entered into this first day of February, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by Jno. A. J. Creswell, Postmaster-General, of the first part, and Wm. D. Duntoun, of Philadelphia, Pa., of the second part, witnesseth:

That whereas the Postmaster-General heretofore, to wit, on the 8th day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, a copy of which is hereunto annexed; and whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with coarse hemp-twine; and whereas said proposals were opened and examined; and whereas, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said party of the second part to supply the hemp-twine aforesaid should be accepted; and whereas the said proposals of the party of the second part were accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said party of the second part hereby covenants and agrees, to and with the said party of the first part, to furnish and deliver to the blank agency at Washington, D. C., so many pounds of hemp-twine herein specified as shall be required for one year from the first day of February, 1874; said twine to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said party of the second part, to pay the said party of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers to the Auditor of the Treasury for the Post-Office Department, as follows, to wit: For each and every pound of hemp-twine as described in said advertisement the sum of twelve and seventy-three hundredths (12 $\frac{73}{100}$ ) cents. It is mutually covenanted and agreed between the parties hereto that in case of repeated failures upon the part of the party of the second part to promptly furnish and deliver, as aforesaid, any twine of the description aforesaid, then

the Postmaster-General shall be at liberty to annul and rescind these presents and all covenants and agreements on his part entered into by this indenture, and unless so rescinded or annulled this agreement shall continue in force and effect for one year from the first day of February, 1874; and it is further covenanted and agreed, upon the part of the party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the party of the second part are hereto affixed.

[L. S.]

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General :  
N. A. GRAY.

WM. D. DOUNTON [L. S.]

Witness to signature of second party :  
WM. D. CLEVELAND.

#### PROPOSALS FOR WRAPPING-PAPER AND TWINE.

POST-OFFICE DEPARTMENT,  
*Washington, D. C., December 8, 1873.*

Sealed proposals will be received at this Department until the 8th day of January, 1874, at 12 o'clock noon, for furnishing wrapping-paper and twine for the use of the post-offices in the United States for one year from the 1st day of February, 1874, the said articles to be delivered free of expense to the Department, at the blank agency of the Post-Office Department, Washington, D. C.

The quality and the estimated quantity of each article required are specified below :  
12,000 reams of wrapping-paper, 20 by 25 inches in size, and to weigh 22 pounds to the ream, each ream to contain 20 perfect quires.

150 reams of wrapping-paper, 26 by 40 inches in size, and to weigh 55 pounds to the ream, each ream to contain 20 perfect quires.

130,000 pounds of cotton-twine, to be 8-ply, and to measure from 750 to 775 yards to the pound, of sufficient strength to sustain a weight of 17 pounds, and to be put up in balls weighing about a half pound each, and so bound as not to become loose or tangled in transportation.

45,000 pounds of coarse hemp-twine, to be 3-ply, and to measure from 40 to 45 yards to the pound, and to be put up in balls weighing from one to two pounds each, and so bound as not to become loose or tangled in transportation.

Samples of the articles required will be furnished to persons, who desire to bid, on application to the First Assistant Postmaster-General, Washington, D. C.

More or less than the estimated quantities may be ordered, as the necessities of the Department may require, at the discretion of the Postmaster-General.

Awards will be made for each article separately, if deemed most advantageous to the Department.

Bids not made in conformity with this advertisement will not be considered.

Each bidder must furnish with his proposal guarantees of his ability to comply with his bid, and a certificate from a postmaster that such guarantors are reliable persons.

A bond with two sufficient sureties will be required to each contract.

A failure to furnish promptly any article contracted for, or an attempt to impose upon the Department articles inferior, in the opinion of the Postmaster-General, to those contracted for, will be considered sufficient cause for the forfeiture of the contract.

The Postmaster-General reserves the right to reject any or all bids, if in his opinion it is required by the interests of the Department.

Proposals must be indorsed on the envelope "Proposals for wrapping-paper," or "Proposals for twine," and addressed to the First Assistant Postmaster-General, Washington, D. C.

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Know all men by these presents that we, Wm. D. Dounton, of Philadelphia, as principal, and E. Turland & Co., and Abm. B. Paul, both of Philadelphia, Pa., as sureties, are held and firmly bound unto the United States in the just and full sum of five thousand dollars, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents, sealed with our seals and dated this 1st day of February 1874.



The condition of this obligation is such that whereas the above-bounden Wm. D. Dounton, by a certain article of agreement bearing even date herewith, has contracted and agreed with the said United States to furnish and deliver at the blank agency at Washington, D. C., for the use of said Department, certain hemp-twine, for the term of one year, from the first day of February, 1874, as by reference to said article of agreement hereto annexed will more fully appear:

Now, if the said Wm. D. Dounton shall well and truly keep and perform the covenants in the said article of agreement on his part to be kept and performed, then this obligation to be void, otherwise to be of full force.

WM. D. DOUNTON. [L. S.]  
E. TURLAND & CO. [L. S.]  
ABM. B. PAUL. [L. S.]

Signed, sealed, and delivered in the presence of—

WM. D. CLEVELAND.  
W. MORRIS WOODLEY.  
WM. D. CLEVELAND.

I hereby certify that the above-named E. Turland & Co. and Abm. B. Paul, sureties in the foregoing contract executed by Wm. D. Dounton, are, in my opinion, good, and able to respond to all damages which may arise from any fault on the part of the party of the second part to said contract.

GEO. W. FAIRMAN,  
*Postmaster, Philadelphia, Pa.*

This agreement, made and entered into this first day of February, in the year of our Lord one thousand eight hundred and seventy-four, between the United States of America, by Jno. A. J. Creswell, Postmaster-General, of the first part, and Thadens Fairbanks, Horan Fairbanks, and Franklin Fairbanks, of Saint Johnsbury, Vt., William B. Hatch and Henry L. Clapp, both of New York City, and Samuel N. Brown, jr., Boston, Mass., known by and doing business under the name of Fairbanks & Co., of the second part, witnesseth:

That whereas the Postmaster-General heretofore, to wit, on the 8th day of December, 1873, caused to be published in certain newspapers in the United States a certain advertisement of the date last aforesaid, a copy of which is hereunto annexed; and whereas certain proposals were made pursuant thereto, and received at the Post-Office Department, for supplying the said Department with letter-balances; and whereas said proposals were opened and examined; and whereas, all things being considered, it was deemed advisable and most favorable to the interests of the Department that the proposals of the said parties of the second part, to supply the letter-balances aforesaid, should be accepted; and whereas the said proposals of the parties of the second part were accepted by the Postmaster-General:

Now, therefore, in consideration of the premises and the mutual covenants and agreements of the parties aforesaid, it is hereby covenanted and agreed between the parties as follows, to wit: The said parties of the second part hereby covenant and agree, to and with the said party of the first part, to furnish and deliver to the blank agency at Washington, D. C., so many letter-balances herein specified as shall be required for one year from the first day of February, 1874; said balances to be well and securely packed for transportation, and to be in all respects equal to the sample on which this contract is based, and to be delivered free of all charges; and the said party of the first part covenants and agrees, to and with the said parties of the second part, to pay the said parties of the second part, in one month after the expiration of each quarter of the year, upon the production of the proper vouchers to the Auditor of the Treasury for the Post-Office Department, as follows, to wit: For each and every letter-balance of four pounds' capacity, and graduated to half ounces, the sum of six dollars, (\$6); for each and every letter-balance of eight ounces' capacity, and graduated to quarter ounces, the sum of two dollars and thirty cents, (\$2<sup>30</sup>/<sub>100</sub>); for each and every letter-balance of eight ounces' capacity, and graduated by the French or metric system, the sum of one dollar, (\$1.) It is mutually covenanted and agreed between the parties hereto that in case of repeated failures upon the part of the parties of the second part to promptly furnish and deliver, as aforesaid, any letter-balances of the description aforesaid, then the Postmaster-General shall be at liberty to annul and rescind these presents and all covenants and agreements on his part, entered into by this indenture, and, unless so rescinded or annulled, this agreement shall continue in force and effect for one year from the first day of February, 1874; and it is further covenanted and agreed, upon the part of the parties of the second part hereto, that no member of Congress of the United

States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

In witness whereof, the seal of the Post-Office Department, the signature of the Postmaster-General, and the hand and seal of the parties of the second part, are hereto affixed.

[L. S.]

JNO. A. J. CRESWELL,  
*Postmaster-General.*

Witness to signature of Postmaster-General:

N. A. GRAY.

Witness to signatures of second parties:

E. D. BLODGETT, as to—

WM. P. FAIRBANKS, as to—

GEORGE H. RUGG, as to—

JENKINS B. YOUNG, as to—

THADEUS FAIRBANKS.	[L. S.]
{ HORAN FAIRBANKS.	[L. S.]
{ FRANKLIN FAIRBANKS.	[L. S.]
{ SAMUEL N. BROWN, JR.	[L. S.]
{ WILLIAM B. HATCH.	[L. S.]
{ HENRY L. CLAPP.	[L. S.]

#### PROPOSALS FOR LETTER-BALANCES.

POST-OFFICE DEPARTMENT,  
*Washington, D. C., December 8, 1873.*

Sealed proposals will be received at this Department until the 8th day of January, 1874, at 12 o'clock noon, for furnishing letter-balances for the use of the post-offices in the United States for one year from and after the 1st day of February, 1874, of the following description, namely:

First. Balances capable of weighing eight ounces, avoirdupois weight, to be graduated down to quarter-ounces. Of these it is supposed that 1,000 will be wanted.

Second. Balances of the same capacity, graduated by the metric or gramme system. Of this class 100 may be required.

Third. Balances capable of weighing four pounds, avoirdupois weight, to be graduated to half ounces. Of this class it is supposed that 200 will be wanted.

Perfect accuracy, strength, and durability will be required in the balances to be furnished.

Samples of each description of balances must accompany each bid, and the bidder who may obtain the contract will be required to furnish balances of a quality in all respects equal to the sample.

Each balance must be well and securely packed in a box for transportation, and delivered, free of all expense, to the blank agency, Washington, D. C.

More or less than the estimated quantities may be ordered, as the necessities of the Department may require, at the discretion of the Postmaster-General.

Awards will be made for each article separately if deemed most advantageous to the Department.

Bids not made in conformity with this advertisement will not be considered.

Each bidder must furnish with his proposal guarantees of his ability to comply with his bid, and a certificate from a postmaster that such guarantors are reliable persons.

A bond, with two sufficient sureties, will be required to each contract.

A failure to furnish promptly any article contracted for, or any attempt to impose upon the Department articles inferior in the opinion of the Postmaster-General to those contracted for, will be considered sufficient cause for the forfeiture of the contract.

Proposals must be indorsed on the envelope, "Proposals for Letter-Balances," and directed to the First Assistant Postmaster-General, Washington, D. C.

JOHN A. J. CRESWELL,  
*Postmaster-General.*

Know all men by these presents, that we, the aforesaid Fairbanks & Co., as principals, and F. S. Blinn and E. H. Boardman, of Brooklyn, N. Y., as sureties, are held and firmly bound unto the United States in the just and full sum of three thousand dollars, current lawful money of the United States, to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents, sealed with our seals and dated this 1st day of February, 1874.

The condition of this obligation is such that whereas the above-bounden Fairbanks & Co., by a certain article of agreement, bearing even date herewith, have contracted and agreed with the said United States to furnish and deliver at the blank agency at Washington, D. C., for the use of said Department, certain letter-balances for the term of one year from the first day of February, 1874, as by reference to said article of agreement, hereto annexed, will more fully appear.

Now, if the said Fairbanks & Co. shall well and truly keep and perform the covenants in the said article of agreement on their part to be kept and performed, then this obligation to be void; otherwise to be of full force.

FAIRBANKS & Co. [L. s.]  
E. H. BOARDMAN. [L. s.]  
F. S. BLINN. [L. s.]

Signed, sealed, and delivered in the presence of—

JENKINS B. YOUNG.

D. C. TALCOTT.

JENKINS B. YOUNG.

I hereby certify that the above-named F. S. Blinn and E. H. Boardman, sureties in the foregoing contract executed by Fairbanks, are, in my opinion, good and able to respond to all damages which may arise from any default on the part of the parties of the second part to said contract.

CHARLES C. TALBOT,  
*Postmaster, Brooklyn, N. Y.*

H. Ex. 112—3

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BALANCES REQUIRED TO BE RE-APPROPRIATED.

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L E T T E R

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING,

*In compliance with the act of June 20, 1874, a statement of such of the balances of appropriations carried to the surplus fund under said act as are required to be re-appropriated for the service of the fiscal year 1872 and prior years.*

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JANUARY 19, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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TREASURY DEPARTMENT,  
Washington, D. C., January 14, 1875.

SIR: I have the honor to transmit herewith, in compliance with the requirements of section 5 of "An act making appropriations for the service of the Government for the fiscal year ending June 30, 1875, and for other purposes," approved June 20, 1874, a statement of such of the balances of appropriations carried to the surplus fund under the provisions of said act as are required to be re-appropriated for the service of the fiscal year 1872 and prior years, amounting in the aggregate to \$1,761,327.93.

I am, very respectfully,

B. H. BRISTOW,  
Secretary.

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

## BALANCES REQUIRED TO BE RE-APPROPRIATED.

*Estimate of balances of appropriations carried to the surplus fund under the provisions of the fifth section of the act of June 20, 1874, required to be re-appropriated for the service of the fiscal year ending June 30, 1872, and prior years.*

General object. (Title of appropriation.)	Detailed objects of expenditure and explanations.	Date of acts, resolutions, or providing for the expenditure.	References to Statutes at Large, (Littell, Brown & Co.'s edition.)		Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount carried to the surplus fund July 1, 1874.
			Vol.	Page, Sec.			
STATE DEPARTMENT.							
Relief and protection of American seamen.	For relief and protection of American seamen in foreign countries, being for the service of the fiscal year 1871.	June 11, 1870	16	220	1	\$122 00	\$12,805 63 41,414 00
	For relief and protection of American seamen in foreign countries, being for the service of the fiscal year 1872.	Feb. 21, 1871	16	419	1	33 84	
Salaries of consuls . . . . .	For salaries of consuls-general, consuls, vice-consuls, commercial agents, consular clerks, including loss by exchange, being for the service of the fiscal year 1871.	June 11, 1870	16	219	1	.....	\$155 84 978 97
Contingent expenses of United States consulates.	For stationery, book-cases, arms of the United States, seals, presses, flags, rent, postage, freight, and miscellaneous expenses, being for the service of the fiscal year 1871.	June 11, 1870	16	220	1	100 00	461 96
	For stationery, book-cases, arms of the United States, seals, presses, flags, rent, postage, freight, and miscellaneous expenses, being for the service of the fiscal year 1872.	Feb. 21, 1871	16	418	1	361 96	
Total for State Department. ....						1,506 77	2,323 22
TREASURY DEPARTMENT.							
Expenses of assessing and collecting internal revenue.	To pay to internal-revenue collectors, assessors, and other internal-revenue officers, their salaries, commissions, and expenses allowed by law, as have been or may be ascertained and certified by the accounting officers of the Treasury Department; and to pay such further allowances as have been or may be granted to such collectors and assessors by the Secretary of the Treasury, in lieu of such salaries and commissions; and to pay miscellaneous expenses of carrying into effect the various provisions of the several acts providing for internal revenue, being for the service of the ten years ending June 30, 1872.	June 30, 1864	13	923		200,000 00	792,604 29
		Mar. 3, 1865	13	469			
Punishment for violation of internal-revenue laws.	To pay such claims for services rendered and expenses incurred in detecting and bringing to trial and punishment persons guilty of violating internal-revenue laws, or convicting at the same, as have been or may be allowed and certified by the proper officers of the Treasury Department, as provided by law, being for the service of the five years ending June 30, 1872.	July 12, 1866	14	98		20,000 00	114,248 52
		Mar. 19, 1867	14	471			
		Mar. 30, 1868	15	135			
		July 10, 1869	16	41			
		July 12, 1870	16	179			
		June 8, 1872	17	239			
		Mar. 3, 1873	17	484			
		June 20, 1874	18	83			
		Mar. 2, 1877	18	473	1		
		July 30, 1868	15	145	1		
		Apr. 10, 1869	16	41	1		
		July 12, 1870	16	238	1		
		June 6, 1872	17	257	39		
		Mar. 3, 1873	17	494	1		
June 30, 1874	18	93	1				

Total for Treasury Department										1871, 1872, 71	1872, 1873, 71
WAR DEPARTMENT.											
Pay of the Army .....	To pay claims of officers and enlisted men of the Regular Army for back pay, that may be due them on pay-rolls, final accounts, and Treasury certificates, being for the service of the fiscal year 1871, and prior years.	July	15, 1870	16	-315	1	23,711 75				
		Mar.	3, 1871	16	522	1	95,005 95			48,907 70	4,119,779 98
		Mar.	3, 1865	13	495	1				597,498 40	11,388,579 56
Pay of two and three-year volunteers.	To pay claims of officers and enlisted men of the volunteer service, or their heirs and assigns, for arrears of pay that may be certified to be due them by the accounting officers of the Treasury Department, being for the service of the fiscal year 1871, and prior years.	July	11, 1862	12	535	1				534,147 23	534,147 23
		Mar.	3, 1869	16	316	1	14,130 71				
		Mar.	3, 1871	16	592	1	10 00				
Bounty to volunteers, their widows, and legal heirs.	For payment of amounts certified to be due by the accounting officers of the Treasury Department for subsistence stores of the Army, being for the service of the fiscal year 1871 and prior years.	Mar.	3, 1871	16	523	1				14,160 71	1,467,956 41
		Mar.	3, 1871	16	523	1	241 29				
		Mar.	3, 1871	16	523	1	1,000 00				
Subsistence of the Army.	For payment of amounts certified to be due by the accounting officers of the Treasury Department for clothing of the Army, being for the service of the fiscal year 1871 and prior years.	July	15, 1870	16	316	1	89,971 06			1,341 29	296,361 22
		Mar.	3, 1871	16	523	1	48,708 02				
		Mar.	3, 1871	16	523	1					
Clothing of the Army.	For payment of amounts certified to be due by the accounting officers of the Treasury Department for transportation of the Army, being for the service of the fiscal year 1871 and prior years.	July	15, 1870	16	316	1	61,907 01			135,679 08	373,749 33
		Mar.	3, 1871	16	523	1	815 17			62,742 18	294,342 14
		Mar.	3, 1871	16	523	1	5,625 08				
Transportation of the Army.	For payment of amounts certified to be due by the accounting officers of the Treasury Department for incidental expenses of the Army, being for the service of the fiscal year 1871 and prior years.	July	15, 1870	16	316	1	3,892 20			9,507 28	183,105 46
		Mar.	3, 1871	16	522	1					
		Mar.	3, 1871	16	522	1					
Regular supplies, Quartermaster's Department.	For payment of amounts certified to be due by the accounting officers of the Treasury Department for regular supplies of the Army, being for the service of the fiscal year 1871 and prior years.	July	15, 1870	16	316	1					
		Mar.	3, 1871	16	522	1					
		Mar.	3, 1871	16	522	1					
Incidental expenses, Quartermaster's Department.	For payment of amounts certified to be due by the accounting officers of the Treasury Department for incidental expenses of the Army, being for the service of the fiscal year 1871 and prior years.	July	15, 1870	16	316	1					
		Mar.	3, 1871	16	522	1					
		Mar.	3, 1871	16	522	1					

## BALANCES REQUIRED TO BE RE-APPROPRIATED.

*Estimates of balances of appropriations carried to the surplus fund, &c.—Continued.*

General object (Title of appropriation.)	Detailed objects of expenditure and explanations.	Date of acts, resolutions, or appropriations authorizing the expenditures.	References to Statutes at Large, (Little, Brown & Co.'s edition.)		Estimated amount which will be required for each object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount carried to the surplus fund, July 1, 1874.	
			Vol.	Page.				
Barracks and quarters.	WAR DEPARTMENT—Continued. For payment of amounts certified to be due by the accounting officers of the Treasury Department for rent or hire of quarters for troops, and for officers on military duty, &c., being for the service of the fiscal year 1871 and prior years. For payment of amounts certified to be due by the accounting officers of the Treasury Department for rent or hire of quarters for troops, and for officers on military duty, &c., being for the service of the fiscal year 1872. For payment of amounts certified to be due by the accounting officers of the Treasury Department for purchase of horses for the cavalry and artillery, being for the service of the fiscal year 1871 and prior years. For payment of amount certified to be due by the accounting officers of the Treasury Department for stoves furnished for the Army, being for the service of the fiscal year 1871 and prior years. To settle the claims of volunteers for pay while serving in the Indian war of 1852-56 in Oregon and Washington Territories, as per certificate of the accounting officers of the Treasury Department, being for the service of the fiscal year 1871 and prior years. To settle the claims of volunteers for services rendered in the Indian war of 1852-56 in Oregon and Washington Territories, as per certificate of the accounting officers of the Treasury Department, being for the service of the fiscal year 1871 and prior years. To settle claims certified to be due by the accounting officers of the Treasury Department, being for the service of the fiscal year 1871 and prior years. For contingencies of the Army certified to be due by the accounting officers of the Treasury Department, being for the service of the fiscal year 1872. For payment of amount certified to be due by the accounting officers of the Treasury Department for subsistence of officers of the Army, being for the service of the fiscal year 1871 and prior years. For payment of amount certified to be due by the accounting officers of the Treasury Department for medical and hospital supplies, and incidental expenses of the medical department of the Army, being for the service of the fiscal year 1871 and prior years. For payment of amount certified to be due by the accounting officers of the Treasury Department for current expenses at arsenals, &c., being for the service of the fiscal year 1871.	July 15, 1870	16	317	1	\$77,643 58		
		Mar. 3, 1871	16	523	1	948 88	\$78,592 46	\$120, 873 37
		Mar. 3, 1869	16	317	1	.....	27,668 00	41,606 13
		Mar. 3, 1869	16	317	1	.....	15 00	34,476 43
		Mar. 2, 1861	16	317	1	.....	3,110 00	111,179 96
		Mar. 2, 1861	16	317	1	.....	5,866 74	210,214 92
		Mar. 3, 1871	16	317	1	.....	12 65	1,800,309 35
		Mar. 3, 1871	16	523	1	.....	160 00	27,803 08
		.....	.....	.....	.....	.....	154 20	2,501,032 30
		Mar. 3, 1869	15	316	1	.....	699 92	723,060 23
Ordnance service .....	.....	July 15, 1870	16	317	1	34 12	8,104 98	



ordnance, ordnance stores, and supplies.	For payment of amount certified to be due by the accounting officers of the Treasury, in payment for ordnance, ordnance stores, and supplies, being for the service of the fiscal year 1872.	16	524	1	63	37
Support Bureau Refugees, Freedmen, and Abandoned Lands.	For payment of amounts certified by the accounting officers of the Treasury Department to be due for the support of freedmen and refugees, being for the service of the fiscal year 1871 and prior years.	3, 1871	16	521	1	49 06
	Total for War Department.....					1, 845. 37
Incidental expenses of local land-offices.	INTERIOR DEPARTMENT.					
	For payment of amount due Louis Duplets for rent of room in which the archives of the land-office at Natchitoches, La., were kept for safe-keeping, from November 1, 1868, to April 16, 1871, inclusive, at the rate of \$20 per month, being for the service of the fiscal year 1871 and prior years.	July 15, 1870	16	293	1	4, 219 18
Salaries and commissions of registrars and receivers.	For the purpose of closing the accounts of certain receivers of public moneys acting as disbursing agents in the several States and Territories, as per letter of the First Comptroller of the Treasury, being for the service of the fiscal year 1871.	July 15, 1870	16	293	1	4, 500 00
	For the purpose of closing the accounts of certain receivers of public moneys acting as disbursing agents in the several States and Territories, as per letter of the First Comptroller of the Treasury, being for the service of the fiscal year 1872.	July 15, 1870	16	293	1	1, 500 00
	Total for Interior Department.....					6, 000 00
Expenses of United States courts.	DEPARTMENT OF JUSTICE.					
	For payment of unsettled claims now pending before the Department for defraying expenses of United States courts, being for the service of the fiscal year 1871 and prior years.	July 15, 1870	16	308	1	602, 693 88
	Total for Interior Department.....					61, 248 58
	RECAPITULATION.					
State Department.....						\$1, 596 77
Treasury Department.....						\$20, 000 00
War Department.....						1, 523, 140 50
Interior Department.....						6, 590 66
Department of Justice.....						10, 000 00
Grand total.....						1, 761, 397 93
						\$25, 966, 662 15



SURVEY OF THE MOUTH OF THE MISSISSIPPI RIVER.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The act of June 23, 1874, for the purpose of making a survey of the mouth of the Mississippi River.*

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JANUARY 19, 1875.—Referred to the Committee on Railways and Canals and ordered to be printed.

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WAR DEPARTMENT, *January 18, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, for the information of Congress, the report of the board of engineers appointed under the provisions of section 3 of the act of Congress approved June 23, 1874, (chapter 457,) for the purpose of making "a survey of the mouth of the Mississippi River, with a view to determine the best method of obtaining and maintaining a depth of water sufficient for the purposes of commerce, either by a canal from said river to the waters of the Gulf, or by deepening one or more of the natural outlets of said river."

WM. W. BELKNAP,  
*Secretary of War.*

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NEW YORK, *January 14, 1875.*

SIR: I have the honor to transmit herewith the report of the board of engineers convened by General Orders No. 74, of July 2, 1874, to prepare plans and estimates for the deepening of one or more of the natural outlets of the Mississippi River, and also for a canal from the river to the Gulf.

The drawings and estimates, which are not yet ready, will be forwarded as soon as completed.

Very respectfully, your most obedient,

H. G. WRIGHT,

*Lieut. Col. of Engineers, Bvt. Maj. Gen., President of Board.*

Hon. W. W. BELKNAP,

*Secretary of War, Washington, D. C.*

## 2 SURVEY OF THE MOUTH OF THE MISSISSIPPI RIVER.

[General Orders No. 74.]

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
Washington, July 2, 1874.

Lieut. Col. H. G. Wright, Lieut. Col. B. S. Alexander, and Maj. C. B. Comstock, Corps of Engineers United States Army; Professor Henry Mitchell, United States Coast Survey; T. E. Sickles, W. Milnor Roberts, and H. D. Whitcomb, are, by the President, hereby appointed a board of engineers under the provisions of section three of the act approved June 23, 1874, entitled "An act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes," for the purpose of making "a survey of the mouth of the Mississippi River with a view to determine the best method of obtaining and maintaining a depth of water sufficient for the purposes of commerce, either by a canal from said river to the waters of the Gulf, or by deepening one or more of the natural outlets of said river." They are hereby directed to assemble at New York City, N. Y., on the 20th instant, or as soon thereafter as practicable, for the purpose of organizing and entering upon the performance of their duties.

Lieut. Col. Wright is designated as president of the board.

H. D. Whitcomb is designated to disburse, under the direction of the board, the money appropriated to defray the cost of the survey.

The following is the section of the act of Congress above referred to:

"SEC. 3. That a board of engineers, to be composed of three from the Army, one from the Coast Survey, and three from civil life, be appointed by the President; which said board shall make a survey of the mouth of the Mississippi River, with a view to determine the best method of obtaining and maintaining a depth of water sufficient for the purposes of commerce, either by a canal from said river to the waters of the Gulf, or by deepening one or more of the natural outlets of said river; and said board shall make a full and detailed estimate and statement of the cost of each of said plans, and shall report the same, together with their opinion thereon, showing which of all said plans they deem preferable, giving their reasons therefor, to the Secretary of War, to be presented at the commencement of the second session of the Forty-third Congress; and that the sum of twenty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any funds in the Treasury not otherwise appropriated, to defray the cost of said survey."

Approved June 23, 1874.

By order of the Secretary of War:

THOMAS M. VINCENT,  
*Assistant Adjutant-General.*

NEW YORK, January 13, 1875.

SIR: The board of engineers constituted under section 3 of an act of Congress approved June 23, 1874, having completed its labors, has the honor to submit the following report:

The act of Congress referred to required that the board should make plans and estimates for the cost of obtaining and maintaining a depth of water sufficient for purposes of commerce at the mouth of the Mississippi River, either by a canal from said river to the waters of the Gulf, or by deepening one or more of the natural outlets of said river, and to report the same, together with their opinion thereon, showing which of all said plans they deem preferable.

The board was ordered by the Secretary of War to meet on July 20, 1874, at New York City. It met on that day and commenced its duties.

As there has been no example in this country of the improvement of a large river-mouth so as to give an outlet to the sea with much deeper water than naturally exists on its bar, the board, in its consideration of what experience has elsewhere shown to be practicable in such a case, has found its only examples in the mouths of European rivers.

There has been great difference of opinion among engineers, not only in this country, but in Europe, as to whether the best method of securing a deep water outlet from a sediment-bearing river which empties, like the Mississippi, the Vistula, the Danube, and the Rhone, into a nearly tideless sea, is by jetties or by a lateral canal.

At the Vistula, after vain attempts for many years to improve the natural mouth, the river formed a new outlet, and the old one, turned into a lateral canal, has long given the needed water-way to the important port of Dantzic.

At the mouth of the Danube, after the canal-system and the jettee-system had each been proposed by eminent authorities, and neither adopted, as a final plan it was decided, in order to do something, to try feeble jettées as a provisional scheme. The results were far better than the engineer expected, and the jettées, made permanent, give an admirable outlet to the Danube to-day.

At the mouth of the Rhone, the engineers, after trying for many years to secure a good outlet by dikes, which, however, never reached the bar, abandoned that plan and built a lateral canal, which is more than adequate to the wants of commerce.

While the results were so contradictory, the information at the command of the board about the above-named foreign rivers was, except for the Danube, not recent and very meager.

The interests involved in the proper improvement of the mouth of the Mississippi are so great, and the work so costly, that it is imperative to obtain the best possible knowledge and judgment as to the method to be adopted. Accordingly, in order that the opinion of the board should be based on a full knowledge of what has been done, and of the latest results obtained elsewhere, in this most difficult branch of engineering, it was decided to visit the mouths of the rivers mentioned, and, as bearing on a canal and harbor, also the North Sea and Suez Canal.

The result of these examinations abroad (while additional information has been gained on almost every point relating to the problem before them) has been to largely strengthen their estimate of the value for jettées, at the mouth of the Mississippi River, of the fascine-dikes used in Holland by Caland in the improvement of the Maas mouth of the Rhine.

After returning from Europe, the board met in New Orleans, spending about three weeks, of which eight days were employed in examinations at the mouths of the Mississippi River, and at the site for a canal proposed by Captain Howell.

After this history of the proceedings of the board, the conclusions reached will be given.

#### I.—CANAL.

A number of locations for a canal were considered by the board, among which may be mentioned the one proposed by Captain Howell, near Fort Saint Philip; one leaving Pass à Loutre, about six miles inside its bar, and running north into deep water; one leaving Southwest Pass, about six miles inside of its bar, and running east into deep water; and one obtained by closing the South Pass at its head by a dam and entering it by a canal and lock from the Southwest Pass, and opening its mouth by dredging, the mouth being protected by jettées.

The advantages of the sites at Southwest Pass and Pass à Loutre are, that the difference of water-level at the two ends of the canal will rarely exceed a foot, and may often be so small that the use of the lock-lift would be unnecessary; that the canals would be only about three miles long, and, being near navigable passes, all light-draught vessels would go through the passes; and that these canals would debouch into deep water at once, while at a distance of six miles from the Gulf

outlet of the Fort Saint Philip Canal there are only 28 feet of water at low tide.

The objection to the site at the Southwest Pass is, that its *débouché* would gradually silt up in the advance of the delta, and that the cost of the harbor covering its entrance would be excessive. The same objection of excessive cost for protection of entrance applies to the site at Pass à l'Ouvre, while the proposed outlet of the Fort Saint Philip Canal is largely protected by Sable Island, and does not need expensive works to cover its entrance. The sites below the Head of the Passes do not give the same promise of permanence as that near Fort Saint Philip. The plan of canalizing the South Pass would involve the difficulty of opening and keeping open its mouth, which is the main difficulty should jetties be applied.\*

After a careful consideration of the several sites, that in the vicinity of Fort Saint Philip was adopted, with one dissenting member. Aside from the question of cost, it offers greater hopes of permanence than the other sites. It does not seem probable that the river will ever deviate very far from its present position at the head of the proposed canal, and a comparison of the 24-foot curves at Sable Island on Talcott's map of 1838 and Captain Howell's map of 1872 show no important change. The board decided, then, that the canal, for which plans and estimates should be made by them, should leave the Mississippi at a point about five and a half miles below Fort Saint Philip, at such an angle with the river that vessels would be able to enter it easily; that about a mile from its beginning there should be a basin of 1,000 feet by 2,500 feet; that before reaching the basin, and near it, there should be a lock, 500 feet long between its miter-sills, of 65 feet clear width, and with 27 feet of water on its miter-sills at mean low tide; the part of the lock in the vicinity of the gates to be of masonry, on a piled foundation, with heavy grillage; the rest of the prism of the lock to be of earth with revetted slopes of one upon one; guard-gates to be placed above and below the lock; the canal to be 200 feet wide on the bottom, 27 feet deep at mean low water, and with side slopes of  $\frac{1}{2}$ , (or one vertical on two horizontal,) allowing these to flatten if they will, (the bank of Cubett's gap stands on a slope of nearly one on one to a depth of 60 feet;) leaving the basin, the canal to run in a straight line to the little bay behind Sable Point, beginning to widen when it reaches 6 feet of water in the Gulf, and widening to 1,400 feet at 24 feet of water; beyond the depth of 12 feet in the Gulf, the canal to be without banks. As, in spite of every precaution, accidents might occur which would make it impossible to use the lock for a considerable period of time, a second entrance from the river to the basin should be begun as soon as the canal is completed; this second entrance having its own lock and guard-gates. As there will be a tendency to silt up at the river end of the canal, and also in the cut at the other end, leading to deep water in the Gulf, some dredging will be necessary. Should that at the Gulf end prove large, it might become advisable to build dikes along the sides of the cut. The cost of the dredging and the cost of working the canal have been capitalized, and added to the first cost in the following estimate.

The first cost of the canal complete is estimated at. . . . . \$10, 296, 500

The annual cost of maintenance is estimated at \$60, 885,  
which, capitalized at 5 per cent. . . . . 1, 217, 700

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Giving for the sum needed to build and maintain canal. . . . . 11, 514, 200

\* One member is of opinion that the site for a canal between the Southwest Pass and East Bay has a decided advantage over the Fort Saint Philip site.

The canal is about  $6\frac{1}{2}$  miles long, passing through a country of which no part is more than 3 feet above tide, and much of its route lies through shallow lagoons. At 2 or 3 feet below the surface, the delta at and below the site of the canal is everywhere of bluish mud or clay, into which a pole can be thrust, by hand, from 5 to 15 feet. On the bars, the wave-action has sifted out and left the coarser sand in thin layers, and such strata, perhaps from the same cause, are found elsewhere in the delta.

Borings 100 feet deep show the same clay, becoming more compact, and mixed with occasional sand. At Fort Saint Philip Canal, low water of the river is 0.7 feet above the mean level of the Gulf, and high water 7 feet above the same plane. It is estimated that high water of storms at Sable Point is sometimes 7 feet above mean level of the Gulf. The lock is therefore planned for a lift of 7 feet; but as the water at Sable Point will never be higher than that of the river at the other end of the canal, except for a few hours during violent storms, no provision is made for locking down into the Mississippi. Guard-gates near the lock are provided to prevent currents rushing in either direction through the canal.

For details as to plan of canal and estimates, see Appendix A.

## II.—DEEPENING NATURAL OUTLET.

The methods which have been proposed for opening a passage through a bar at one of the mouths of the Mississippi are two:

First, by stirring up in some way the material of the bar, so that the current shall sweep it away into deep water;

Second, by confining a mouth of the river by jetties on the bar, so that, aided, if necessary, by dredging or stirring up, the water shall be able to scour a channel through the bar, and to maintain it when once formed.

Judging from the results thus far obtained, the board is of the opinion that no admissible expenditure of money can permanently maintain by the stirring process a depth of 20 feet at mean low water at the mouth of the Mississippi; and as they do not consider this an adequate depth, they deem the first process named inadmissible.

In considering the method by jetties, it may be well to state the facts on which their application at the mouths of the Mississippi is based. On examining a map of the mouths of this river, it will be seen that each pass through the greater part of its length has a nearly constant width, but that it widens toward its bar, so that on its outer crest it has several times its ordinary width, while its depth is less in something like the same proportion. The cause of this change seems to be the following: The river-water as it approaches the bar is somewhat above the level of the Gulf, and so tends to diverge, the stream thus becoming thinner and wider. This thinning and widening is aided by the greater density of the salt-water, which makes the fresh water rise over it on a slope that is steeper as the velocity of the river-water is less. This thinned sheet of water forms its own banks as the bar moves out to sea; but, as in this wide, shallow stream the friction is great near the banks, deposits begin there, the stream is narrowed and deepened, and in time that part of the stream obtains the form already assumed by the portion above, which allows the water to pass with least resistance. To-day, while there are but 7 feet of water on the outer crest of the South Pass bar, it is yet only about 12,000 feet from the bar to 30 feet of water above the bar, and it follows if the bar's progress

into the Gulf has been for the last one hundred and twenty years the same as for the last thirty-six years, (about 100 feet per annum,) that one hundred and twenty years ago the outer crest of the South Pass bar was where now there is a deep channel. As the bars move out to sea, the river is, then, all the time eroding a channel of the characteristic deep-water cross-section behind and through them. The object of jetties is to aid and hasten this erosion. If, starting from a point in a pass above its bar, where there are now 30 feet of water, we build jetties which so confine the pass that it shall have the width all the way to deep-water it now has at the starting-point, we shall be helping the pass to assume the deep-water cross-section it would ultimately take, and by aiding it, if necessary, by dredging, should be able to reduce at pleasure the time required for the process.

This plan is then adopted for the improvement of a natural outlet, namely, to begin parallel dikes at the banks of a pass where there are now 30 feet of water in the middle, and carry them over the bar to 30 feet water outside, (unless the depth is obtained before the dikes have reached the 30-foot curve,) allowing the river to erode the bottom between the dikes till the water-way between them everywhere has the same cross-section as at their beginning, aiding the erosion by dredging or stirring if it is not rapid enough without.

The board considered the question of limiting the water-way to the cross-section of 30 feet maximum depth, by converging jetties on the bar, and by spur-dikes in the pass above, instead of by parallel dikes. In view of the lack of experience in such work in this country, and of the danger of excessive scour around the ends of spur-dikes, it was deemed advisable to adopt parallel dikes as offering fewer contingencies and less difficulty of construction. The depth of 30 feet has been chosen, in order that some time may elapse before the bar, which will form at the sea-end of the jetties, can have less than 25 feet at mean low water upon it, that being the minimum depth which it is desired to maintain.

Having adopted a general plan for the improvement of one of the natural outlets, it remains to fix on that one. As the improvement of any will be costly, but one should be improved, and that should be made adequate for all purposes.

The passes which have been most carefully considered are the South and Southwest.

In comparing these passes, it is seen that while the average width of the body of the South Pass is 700 feet, that of Southwest Pass is about 1,400. The greater width is more favorable to navigation; but, in the opinion of the board, the South Pass, when improved, will be adequate to the present and prospective wants of commerce. The estimated sum required for the construction and maintenance of the works for the improvement of the South Pass is \$7,942,110, and for Southwest Pass is \$16,053,124. It is assumed that the Southwest Pass bar advances about three times as fast as the South Pass bar.

The South Pass being entirely adequate, the much greater cost of improving the larger pass would not, in the opinion of the board, be warranted either by the somewhat greater ease of entering it in storms, or of navigating it when once inside. The former is 12.9 miles long, the latter being 18 miles, and is lengthened only about one-third as fast as the latter.

The cost of improving Pass à Loutre would also be far greater than for South Pass, without advantages sufficient to justify the increased



cost. The South Pass has the advantage that the works for its improvement, which would require at least two or three years for their execution, would in no way interfere with commerce. The board is therefore of opinion that if any natural outlet is improved, it should be the South Pass.

The South Pass of the Mississippi is 12.9 miles long, has an average width of 730 feet, and a minimum interior channel depth of 29 feet. It is 11,900 feet from the 30-foot curve inside the pass across the bar to 30 feet outside. The minimum depth on the bar is 7 feet. It discharges at its mouth about 57,000 cubic feet of water per second, and about 22,000,000 cubic yards of sediment in suspension per annum. It has a shoal at its head, with a minimum depth on it in channel of 17 feet.

For the improvement of the South Pass, the board recommends parallel dikes or jetties, constructed of brush, fascines, and stone, in the same general way as those used by Mr. Caland at the mouth of the Maas.

These dikes should begin at the two banks of the pass, about 1,650 feet below the South Pass light-house, where the river has a width of nearly 900 feet and a maximum depth of 30 feet. They should run in straight lines, parallel to each other, in the direction of the pass, to where the water is 30 feet deep outside of the bar, provided it should be necessary to carry them so far to secure 30 feet depth. The dikes for the first 7,100 feet should be 10 feet wide on top; should then widen gradually to 20 feet in a further distance of 2,050 feet; should then gradually widen to 50 feet, which is to be the width in 30 feet of water. At present, this last length would be about 2,750 feet, and the total length of each dike 11,900 feet. The first 7,100 feet of the dikes to have side-slopes of  $\frac{2}{3}$ , (two vertical to three horizontal,) the rest to have side slopes of  $\frac{1}{2}$  down to 15 feet below water, and beneath that depth slopes of  $\frac{1}{2}$ . The top of the dikes to be rounded and paved, the crown rising to high water of spring-tides.

The question of the average annual expense of prolonging the jetties is a very serious one; it depends on the annual advance of the 25-foot curve, that depth being required. At present, the muddy water issuing from the South Pass spreads out in somewhat of a fan-shape, the handle of the fan being at the mouth of the pass and the ribs several miles in length.

If the proposed jetties were instantly completed, and the new channel scoured out, essentially the same amount of sediment would be spread out in fan-shape, but, from the greater velocity of the issuing water, the ribs of the fan would be longer, while the handle would be narrower. More of the sediment would at first be deposited far out in the Gulf than before.

But with the present rate of advance, the 25-foot curve one hundred and twenty years ago was about 12,000 feet above its present position: and if the volume of water carried by the pass is kept the same, neglecting the slight difference in slope of the Gulf bottom outside the present bar, in about 120 years a new end for the pass will probably be formed of the same general shape as the lower 12,000 feet of the present pass. It makes little difference, in the whole time required to accomplish the work, whether the same volume of water flows out at starting over the present shallow bar or from between two dikes which force the water to take a depth of 30 feet. In an average of many years, the rate of progress must be about the same as now, namely, 100 feet per annum, the volume of water being kept as at present; and it is on this basis that the average annual cost of extension, namely, \$130,000, has been computed.

It has already been stated that it is proposed to obtain a depth of 30 feet between the jetties, in order that some years may elapse before the shoal which will form beyond the jetties can have on it less than the required depth of 25 feet in the channel through it. There are no precise data for estimating this period. Going seaward from the upper end of the proposed dikes, the slope of the bottom of the South Pass is about  $\frac{1}{410}$ . This slope doubtless depends mainly on the velocity of the water flowing through it and on the lifting of the fresh water by the salt. As the causes remain essentially the same, it would seem natural that the new end of the South Pass to be formed by the sediment passing through the jetties should at least have the same bottom slope. If this assumption were true, the bottom would at last shoal from thirty to twenty-five feet in a distance of  $5 \times 440 = 2,200$  feet, and the time required would be about twenty-two years. This time would be shortened by two causes: First, there are about three million of cubic yards of material to be scoured out between the jetties, thus increasing the general bar accretion by that amount and hastening the advance of the pass. As the scour would be distributed over several years, and as the South Pass carries about 22,000,000 cubic yards of sediment in suspension annually to the Gulf, the effect of this 3,000,000 yards cannot be relatively large. Second, at and below the point where it is proposed to begin the jetties, the river-velocity now diminishes very slowly, as it is confined by a slowly-widening channel, while, when the jetties are completed and the channel scoured out, the water issuing from them will, having at first no banks to confine it, spread out more rapidly, thus, perhaps, losing velocity more rapidly and forming a steeper seaward slope on the bottom than now exists at the upper end of the proposed dikes. This steeper slope seaward from the 30 feet of water between the jetties would give a shoal of 25 feet at a distance of less than 2,200 feet and in a period of less than twenty-two years.

The period is uncertain; experience alone can determine the precise time. Different estimates made by this method, and others by different members of the board, vary largely, and ten years have been assumed for the purpose of estimate. In ten years, then, it is assumed that the jetties will have to be lengthened 1,000 feet. As shoals will have formed at the ends of the jetties, it has also been assumed that the extension will be in water averaging 15 feet in depth.

It has been stated that there is a shoal at the head of South Pass, with but 17 feet of water on it. At present, this shoal is scouring out. Should that scouring not give a depth as great as at the shoalest point below in the pass, the construction of a dike to deflect more water into it would become necessary. Should the South Pass increase much beyond its present size, it might become necessary to put an apron on the bottom and sides of the pass, near its head, to stop that increase.

Estimates of the cost of the jetties and of the works which may be needed at the head of the pass are given in Appendix B.

First cost of jetties at mouth of South pass, of dredging, and of works at head of pass.....	\$5, 342, 110 00
Average annual cost of extension, including removal of mud-lumps, should they rise, \$130,000, which, capital- ized at 5 per cent., gives.....	2, 600, 090 00
Cost of construction and maintenance of improvement..	7, 942, 110 00

The board also made an estimate of the cost of improving the Southwest Pass, the result of which is as follows:

First cost of improving Southwest Pass by jettées ....	\$8, 253, 124 00
Average annual cost of extension, \$390,000, which, capitalized at 5 per cent., is.....	7, 800, 000 00
Sum required to improve and maintain Southwest Pass	16, 053, 124 00

### III.—METHOD RECOMMENDED.

The board has now given plans and estimates for improving the mouth of the Mississippi either by a canal or by opening one of the natural outlets. It is also required to give its opinion as to which plan is preferable. Leaving cost aside for the moment, and assuming that one plan can be as easily executed and maintained as the other, there is no question that the improvement of the South Pass would be best. It would give a good sea-entrance about 900 feet wide, and a minimum width in the pass of about 530 feet, while the width of the canal would be about 300 feet. It would offer no locks (liable to do or suffer injury) to delay the passage of vessels through it. It would give an ample unobstructed water-way to commerce in place of a narrow and obstructed one.

If the question of cost and maintenance be considered, we have for the canal \$11,514,200 against \$7,942,110 for the South Pass.

The only remaining question is whether the two plans can be executed and maintained at about the estimated costs.

For the canal, the difficult points are to maintain a coffer-dam and secure a stable foundation on which to build the masonry. By proper examinations, it is believed that sites can be found where coffer-dams can be maintained; and, although the masses of masonry are heavier than any which have been built in that region without settling, it is believed that, by the plan proposed, injurious settling would be prevented. The board is therefore of opinion that the canal can be built at the estimated cost.

In the improvement of the South Pass, the difficult points are the control of the water entering it, the removal of the shoal, and the maintenance of a channel at its head, and the execution and maintenance of that part of the jettées lying outside of the outer crest of the bar. While the proper method of control of the water at the head of the South Pass must be learned mainly by trial, great difficulty is not anticipated, as such control was readily obtained on the Sulina. The construction and maintenance of the jettées beyond the crest of the bar is a difficult work, in which there will be contingencies arising from the action of heavy storms, either on the jettées themselves or on the material on which they rest, and from settling. A liberal allowance has been made for such contingencies, and the board sees no reason to increase its estimate. Indeed, it is of opinion that experience in construction may very probably show that the cross-section of the dikes may be reduced, thus lessening the cost. If the jettées are constructed and maintained, the ends being prolonged as becomes necessary, the board has no doubt that the desired depth will be obtained.

It therefore recommends that the South Pass of the Mississippi River be improved by the plan already given.

The board concludes its report with the recommendation that, if Congress decides to open one of the passes of the river, the entire sum

necessary to accomplish the work be appropriated at once, or in some way be made available.

If the mouth of the river is to be improved by jettées, the work, when once begun, should be pushed as rapidly as possible to its entire completion.

The board is of opinion that the works it proposes for the improvement of the South Pass can be completed in three years.

Respectfully submitted.

B. S. ALEXANDER.

*Lieut. Col. of Engineers, Bvt. Brig. Gen. U. S. A.*

C. B. COMSTOCK,

*Major of Engineers and Bvt. Brig. Gen.*

HENRY MITCHELL,

*U. S. Coast Survey.*

T. E. SICKLES.

W. MILNOR ROBERTS.

H. D. WHITCOMB.

I concur in so much of the report as refers to the selection of the South Pass for the trial of the jettee-system of improvement, if that system is to be adopted; also, to the plans and estimates for both canal and jettées; but as, in my judgment, the chances of success of an attempted improvement of any one of the natural outlets of the river do not justify the recommendation of the board, I have withheld my signature from the report.

If an adequate and permanent channel *could* be obtained at any one of the passes, it would no doubt be preferable to the proposed canal.

As the ship-canal project does, in my judgment, offer reasonable chances of success, I must give it the preference over the jettee-project recommended by the board.

H. G. WRIGHT,

*Lieut. Col. of Engineers, Bvt. Maj. Gen.*

Hon. W. W. BELKNAP,

*Secretary of War, Washington, D. C.*



IMPROVEMENT OF THE MOUTH OF THE MISSISSIPPI RIVER.

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LETTER  
FROM  
THE SECRETARY OF WAR  
IN RELATION TO

*The improvement of the mouth of the Mississippi River.*

---

JANUARY 27, 1875.—Referred to the Committee on Railways and Canals and ordered to be printed.

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WAR DEPARTMENT, *January 26, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, in connection with his letter of the 18th instant, copy of letter of the 19th instant, from the president of the board of engineer officers appointed to determine upon a plan for the improvement of the mouth of the Mississippi River, and a copy of appendixes A and B to the report of said board, with tracings showing the location of the jetties, their mode of construction, &c.

WM. W. BELKNAP,  
*Secretary of War.*

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ARMY BUILDING, *New York, January 19, 1875.*

SIR: I have the honor to forward by mail, in two packages, the papers and drawings referred to as appendix A and appendix B, in the report of the board on the improvement of the outlets of the Mississippi River, of the 13th instant. They are as follows:

Appendix A.—General description and estimated cost of a ship-canal below Fort Saint Philip, with sketch showing its location.

Appendix B.—General description and estimate of cost of jetties and other works for the improvement of the South Pass of the Mississippi River, with two sketches, one showing the location of the jetties, the other, some details of their mode of construction.

Very respectfully, your most obedient,

H. G. WRIGHT,  
*Lieut. Col. of Engineers, Bvt. Maj. Gen., President of Board.*

Hon. W. W. BELKNAP,  
*Secretary of War, Washington, D. C.*

## 2 IMPROVEMENT OF MOUTH OF THE MISSISSIPPI RIVER.

### APPENDIX A.

#### *Description of canal.*

I. The proposed location of the canal, the basin, the locks, and the form of sea-entrance, are clearly shown on the drawing.

II. The canal leaves the river in a diagonal direction to the stream, so as to provide for the safe and easy ingress and egress of vessels. This entrance is made broader than the canal proper, and is to be provided with wooden quays or wharves on either side.

III. The guard-gate against the river, which provides for the contingency of a lock-gate being broken by a vessel entering it, is placed 1,000 feet in a perpendicular direction from the river-bank. The distance from this guard-gate, measured along the canal to the upper end of the lock, is 1,000 feet.

IV. The lock is 500 feet long between its gates, and the gates are 65 feet in the clear.

V. At or near the entrance to the basin a guard-gate against the sea is provided.

VI. The basin is designed as a halting-place for vessels waiting their time of passage through the locks, or to wage to sea.

VII. Beyond the basin the canal preserves a uniform section for about  $3\frac{1}{4}$  miles, when it reaches the 6-foot curve of Sable Island Bay. From this point the southerly side is continued in the same straight line out to the 12-foot curve, while the northerly side diverges so as to present a width of canal at this point of 1,200 feet. Beyond the 12-foot curve is an open channel extending to 27 feet of water, the entrance being 1,400 feet wide.

VIII. A second entrance from the river to the basin is eventually to be provided, the space between these two entrances, and also the triangular space between the first entrance and the river, to be filled up to the level of the top of the lock, as shown on the drawing.

IX. Sections of the canal, with its banks, are shown on the drawing.

#### *Locks, guard-gates, and coffer-dams.*

X. The estimates are made for two separate inlets from the river into a basin common to both, connecting with the main canal, each having its own separate system of locks and guard-gates, one lift-lock and two pairs of guard-gates to each inlet.

XI. The lift-lock, arranged for 7 feet lift, is not to be built with continuous walls between the upper and lower gates; each pair of gates is to stand upon a separate foundation, and each pair of guard-gates is to stand upon a similar foundation. The chamber proper of the lock is to be merely revetted excavation and embankment, having side-slopes of about  $1\frac{1}{2}$  feet base to 1 foot rise.

#### *Coffer-dams.*

XII. There will be eight coffer-dams, one for each pair of lock-gates and one for each pair of guard-gates. The interior dimensions of the coffer-dam when finished will be 110 feet lengthwise of the canal and 200 feet across. It is planned thus wide in order to admit of a very wide base to the lock-walls, a wide base of grillage, and a greater area of piling underneath the whole as a foundation.

The coffer-dam is to be constructed of five ranges of tongued and grooved squared piles, driven close together in ranges 10 feet apart all around the intended structure, the outer range of piling being 40 feet outside of the inner range. The piles will vary in length in the different ranges, the shortest being 36 and the longest 55 feet; the top of the outer range being 8 feet above low tide.

The two outer ranges of piles are to be first driven, and the pit excavated about 11 feet deep; then the next range of piles is to be driven and the pit excavated 11 feet deeper, and so on, in benches, till the inner, or fifth row, is driven, when the pit may be excavated to its full depth, 37 feet below low tide, and 45 feet below the top of the outer range of piles.

The natural material is to be left undisturbed between the ranges of piles.

The ranges of piling are to be secured and stayed together by means of longitudinal bottom-stringers, with brace-ties bolted to the stringers, and further strengthened by means of sloping braces extending from a lower range to the next above.

#### *Foundation.*

XIII. After the coffer-dam is finished and the pit excavated to its full depth, piles not less than 30 feet long are to be driven over the entire space of 110 feet by 200 feet, 3 feet apart from center to center, and sawed off so as to be perfectly level. Upon these piles a grillage of closely-fitting squared timber, consisting of four ranges of 12-

inch square stuff, laid alternately crosswise and lengthwise, is to be strongly bolted to the piles, so as to form a compact, water-tight foundation. If deemed necessary to prevent leakage, the top-course might be made only 8 inches thick, to be covered with a course of jointed plank 4 inches thick, spiked to the timber. The whole area of the foundation is to be sheet-piled all around with tongued and grooved 6-inch timber.

Upon the foundation thus prepared, having an area of 110 feet by 200 feet, the lock-walls, sufficient for one pair of gates, are to be built, the space between the two walls, or the lock-chamber width, being 65 feet.

#### *Masonry of walls.*

XIV. The walls are to be built of concrete, faced with granite, calculated for a depth of 27 feet water on the miter-sill, and high enough to keep out a rise of 7 feet above low tide in case of unusual floods. A counter arch of masonry, connected with the main walls, is to extend across the lock-chamber on top of the grillage, and the side-walls to be made hollow by means of parallel and cross-walls arched and counter-arched.

#### *Estimate for Fort Saint Philip Canal—Coffer-dams, locks, and guard-gates.*

Filling in coffer-dam foundation of locks and guard-gates.....	\$625, 762
Excavation of coffer-dams.....	121, 600
Labor and iron in grillage.....	206, 400
Machinery and pumping during progress of the work.....	240, 000
Masonry of locks and guard-gates.....	1, 122, 667
Lock-gates, miter-sills, sluice-pipes, steam-engines, machinery and fixtures, and for removing portion of coffer-dam .....	445, 600
	<hr/> 2, 762, 029
Add 20 per cent. for contingencies.....	552, 405
	<hr/> 3, 314, 434
Settling between gates.....	31, 982
Two caissons.....	75, 000
	<hr/> 3, 421, 416

#### *Canal and approaches.*

Excavation of canal.....	\$2, 475, 000
Excavation of basin.....	750, 000
Dredging .....	1, 780, 000
	<hr/> 5, 005, 000
Add 10 per cent. for contingencies.....	500, 000
	<hr/> 5, 505, 500
Building of wharves at river entrance.....	200, 000
Jetties extending to 12 feet of water at sea-end of canal.....	1, 169, 584
	<hr/> 6, 875, 084
Total .....	<hr/> 6, 875, 084
For maintenance and working of canal, annually, \$60,885, representing a capital of.....	1, 217, 700

#### SUMMARY.

For coffer-dams, locks, and guard-gates.....	3, 421, 416
For prism of canal and approaches.....	6, 875, 084
For maintenance, capitalized.....	1, 217, 700
	<hr/> 11, 514, 200

#### APPENDIX B.

I. As stated in the report, the jetties for the mouth of the South Pass are to be commenced at the lowest point below the light-house, at which the natural section has a depth of 30 feet, and to run thence to the 30-foot curve outside the bar. This gives a length of about 11,900 feet for each, and a width between them of about 900 feet.

II. The cross-sections of the jetties exhibit the proposed forms at the an intermediate point where the width at top is 25 feet, and of the upper the width is 10 feet. They are assumed to be one-third stone and two-thirds sand. They should be made still lighter if, in the course of construction, it should be practicable; piles being freely used to give stability to the mass.

company

*Estimate of cost of jetties and other works at South Pass, Mississippi R*

14,200 linear feet of jetties, having width at top of 10 feet, 126,034 cubic yards, at \$5 per cubic yard.....  
 Contingencies, including settlement, at 25 per cent.....  
 4,900 linear feet of jetties, having width at top exceeding 10 feet, 341,160 cubic yards, at \$7 per cubic yard.....  
 Contingencies, including settlement, 50 per cent.....  
 Apron on channel side of jetties, 44,444 cubic yards, at \$7 per cubic yard.....  
 Contingencies, 10 per cent.....  
 Estimated cost of dredging or stirring in aiding formation of channel between the jetties and at head of pass.....  
 Works at head of pass which may be necessary in regulating pass at that point.....  
 Annual cost of extension of jetties, \$130,000, which, at 5 per cent. rate of interest, represents a capital of.....

Total cost of jetties and other works at South Pass.....

WAR DEPARTMENT,  
 ADJUTANT-GENERAL'S OFFICE  
 Washington, January 21

Official copy:

E. D. TOWNSEND  
 Adjutant-General



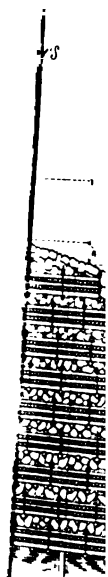
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January 13th 1873*

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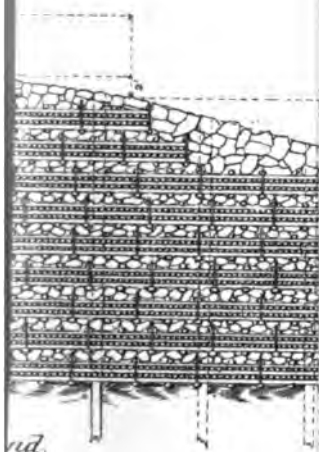


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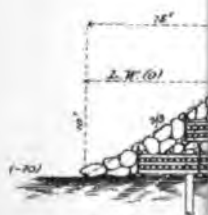
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Pass, Miss. River

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GALVESTON HARBOR.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*An appropriation for the improvement of Galveston Harbor, Texas.*

---

JANUARY 19, 1875.—Referred to the Committee on Commerce and ordered to be printed.

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WAR DEPARTMENT,  
*January 14, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, letter of the Chief of Engineers, dated the 13th instant and copy of report of Capt. C. W. Howell, Corps of Engineers, upon the improvement of Galveston Harbor, Texas, with estimate of \$400,000 as necessary to continue the work during the present and next fiscal year, and to recommend that the same may receive the favorable consideration of Congress during its present session.

WM. W. BELKNAP,  
*Secretary of War.*

---

OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., January 13, 1875.*

SIR: In the last annual report from this Office it was stated that the appropriation of June 23, 1874, for the improvement of Galveston Harbor, Texas, would be expended in conformity to the project which formed the basis of the appropriation in testing a plan of construction proposed by Captain Howell, Corps of Engineers, and that it was hoped a result might be presented early in the present session of Congress, when estimates for the prosecution of the work would be made.

I now beg leave to submit a report lately received from Captain Howell, showing to what degree the test has so far been successful; and also the copy of a communication from the board of engineer offi-

cers, (to which this plan had originally been referred for opinion thereon,) giving the views of the board upon the present trial.

The experiment is so far successful as to encourage the expectation of ultimate success, and the full trial being important, it is desirable that means should be provided for going on continuously with the work without interruption until it is brought to a close, either by the failure of the system, or by the successful completion of the improvement; and in this view, and with the fact that the existing appropriation will be exhausted before the end of the fiscal year, it would seem to be judicious to make provision at the present session for going on with the work during the remainder of the present and during the next fiscal year. This amount is stated by the officer in charge of the work to be \$400,000. A proviso might be attached to the item of appropriation, making its continued expenditure contingent upon the assured success of the trial-dikes.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brig. Gen. and Chief of Engineers.*

Hon. W. W. BELKNAP,  
*Secretary of War.*

#### IMPROVEMENT OF THE ENTRANCE TO GALVESTON HARBOR, TEXAS.

UNITED STATES ENGINEER OFFICE,  
*New Orleans, La., December 14, 1874.*

GENERAL: I have the honor to transmit herewith the following letter just received from Lieut. James B. Quinn, United States Engineers, reporting progress in the experimental work for the improvement of the entrance to Galveston Harbor:

GALVESTON, TEX., *December 9, 1874.*

SIR: I have the honor to make the following report upon the operations conducted at this place for the past three months, with a view to the practical verification of the eligibility of the proposed species of jettee for the improvement of the harbor-entrance.

#### *The gabions pass the ordeal successfully.*

Immediately upon my arrival in Galveston, the last of August, I instituted a search for the necessary information regarding the location of the requisite materials for the fabrication of the gabions, of which the proposed jetties were to be constructed. Considerable difficulty was experienced in finding any one acquainted with the locality where the precise kind of material required could be obtained, and it was not until the middle of September that satisfactory arrangements could be made for the delivery of the gabion-brush in the vicinity of the proposed field of operations.

Upon the completion of these arrangements an unexpected difficulty presented itself, which seriously delayed the delivery of the material for the gabions, and was the occasion of considerable annoyance.

Parties possessing the lands upon which the requisite material was growing soon ascertained that that which had hitherto been not only valueless but a nuisance, was suddenly possessed of value, and was furthermore required by the United States Government in considerable quantities. Recollections of the Government's liberality in the purchase of supplies, &c., during the late war, were still fresh in the minds of the people, and they consequently not only refused to accept a liberal offer for the materials, but resorted to every artifice to influence others and prevent its delivery until their demands were acceded to.

Although valuable time was being consumed, a firm stand against these extortionists was assumed, and other localities explored, with the most favorable results as to the quantity and quality of the material for future operations.



This unexpected opposition delayed the first delivery of materials until the middle of October, and it was not before the first of November that it began to arrive in anything like adequate quantities.

No particular difficulty was met in obtaining the lumber and cementing materials, sufficient of which for the construction of 500 gabions has been already received.

At the point where operations were to be conducted no adequate accommodations for the requisite number of employes existed, or sufficient room for the storage of the materials subject to deterioration through exposure.

For this reason the working force was not engaged until the first of October, from which time until the first of November the reception of materials and necessary preparation of the ground for the construction of the gabions occupied the time.

November the 1st was, therefore, the earliest possible time that the work of constructing the gabions could commence. Immediately upon the completion of a number they were arranged on a platform convenient for launching, and as soon as the cement had properly hardened, were lowered into the water and floated to their place in the jettee, and sunk by being filled with water. Rough weather interrupted the work of placing them, and prevented the fastening together, filling with sand, or protecting the gabions from undermining by the currents. In this most undesirable condition they were by necessity left to withstand the fierce storms of the 4th, 5th, and 6th of December, which were of sufficient force to carry away most of our guide-piles, which were driven some five or six feet into the ground. We entertained no hopes whatever of finding any of the gabions in place or even in the vicinity of the place where they had been sunk.

An examination made as soon on the following Monday as the subsidence of the sea would permit, disclosed the important facts—

- That the gabions were substantially in the same position they had been put;
- That they had not been undermined or settled any;
- That the sand had banked up against them on either side; and
- That they were quite effectual in arresting the current produced by the tides, quiet water existing in rear of the jettee they formed.

#### *Location of trial-section.*

The gabions forming the trial-section were placed upon the prolongation of the "close-pile" pier constructed by the city of Galveston. The position is very much exposed to the violence of storms, both from the sea and the bay, and is, withal, directly across the currents produced by the fluctuations of the tides. It is possible that the force of the currents and waves at this point is not excelled by that upon the outer bar.

If, then, the gabions are capable of answering the purpose desired, under the very severe test to which they have been subjected, there is no longer room for apprehension of failure in the event of their being properly fastened together, filled with sand, and protected from any possibility of undermining by such means as will be described presently.

Rough weather has prevented any examination to determine whether the very few gabions in place (19) have exercised any appreciable effect in improving the inner bar; in fact such a result could hardly be expected in so short a time, but it is certain the pile-pier constructed by the city of Galveston did cause an improvement in the depth of water upon the inner bar, although the water flows with considerable force through the intervals between the piles, carrying vast quantities of sand with it.

If materially beneficial results are obtained by means of such flimsy obstructions, there must most assuredly be obtained equally as good results from the prolongation of this pier by a species of jettee that completely arrests the traveling sands, and produces equally as considerable a deflection of the currents.

That the gabions in position do both arrest the traveling sands and deflect the currents of water, is immediately remarked by all those who have visited the locality.

#### *Materials required for a gabion 6 feet in diameter and 6 feet high.*

Stakes, 7 feet long, 24, at 9 cents each.....	\$2 16
Rods or withes, 675, at 87½ cents per 1,000 feet.....	5 81
Lumber tops and bottoms, 140 feet, at \$20 per 1,000 feet.....	2 80
Rosendale cement, 1½ barrels, at \$2.65 per barrel.....	4 64
Lime, ½ barrel, at \$2.40 per barrel.....	1 80
Sand, 16 cubic feet, at 11½ cents per cubic foot.....	1 80
Shells, 4 cubic feet, at 6½ cents per cubic foot.....	26
Brick, 5 cubic feet, at 15 cents per cubic foot.....	75
Iron bolt, 6 feet 4 inches long.....	84
Nails, 4 pounds, at 6 cents per pound.....	24
Wire fastenings and contingencies.....	1 00
<b>Cost of materials.....</b>	<b>22 10</b>

*Labor.*

The labor required to make and sink 100 gabions of above size per month is—

1 overseer.....	\$125 00
2 foremen, at \$60.....	120 00
4 carpenters.....	325 00
1 laborer, placing stakes, at \$40.....	40 00
5 laborers, trimming brush, at \$40.....	200 00
5 laborers, weaving brush, at \$40.....	200 00
2 laborers, carrying materials, &c., at \$40.....	80 00
3 plasterers, at \$45.....	135 00
10 laborers, mixing mortar, at \$40.....	400 00
3 laborers, setting guide-poles, &c., at \$40.....	120 00
2 laborers, flat-boating gabions, at \$40.....	80 00
1 engineer on dredge, at \$100.....	100 00
2 laborers on dredge, at \$40.....	80 00
2 bontmen, at \$45 and \$40.....	85 00
1 cook, at \$50.....	50 00
1 assistant cook, at \$45.....	45 00
1 waiter-boy, at \$20.....	20 00
46 men.....	2,165 00
Provisions for 46 men, at 50 cents per day.....	690 00
Coal for dredge, 10 tons, at \$11.50 per ton.....	115 00
Office expenses.....	100 00

Labor, &c., 100 gabions..... 3,070 00

Labor, &c., 1 gabion.....	30 70
Materials.....	22 10

Cost of 1 gabion in position.....	52 80
Cost of facines and mat protection.....	4 60
Cost per running foot of piers, gabions in two rows, say.....	19 33

To construct 200 gabions of foregoing dimensions, sink them, &c., per month, requires an addition of but 25 men to the previously estimated force, when wages and board will amount to.....	\$4,510 00
For mat protection.....	480 00
Coal.....	115 00
Office expenses.....	100 00
Material for 200 gabions.....	4,420 00

Total for 200 gabions.....	9,625 00
Cost of 1 gabion.....	48 12
Cost per running foot of pier, gabions in two rows.....	16 04
a difference of over \$3 per running foot of pier in favor of the larger force.	

Considerable economy results from the prosecution of the work in a continuous manner, and up to a certain limit, from the increase of the laboring force; but it is believed that a force which will be able to utilize \$10,000 per month will probably prove as efficient as can be properly managed by one overseer.

In the foregoing estimates but twenty days have been assumed as favorable for work, the remainder being consumed by Sundays and tempestuous weather, when no work can be done.

The estimated cost of the gabions may therefore be assumed as sufficiently liberal to cover contingencies of whatever nature liable to present themselves in the future.

*Cost of machinery, &c.*

One sand-dredge, complete.....	\$5,000 00
Mess furniture.....	200 00
Miscellaneous, (tools, &c.).....	300 00
Flat-boat to float gabions to places.....	1,000 00

Total for outfit..... 6,500 00

The buildings for the accommodation of the force will, of course, depend upon the circumstances of the locality. In any case it will not, perhaps, require over \$10,000 to furnish all the machinery, tools, accommodations, and accessories for commencing operations with a force capable of constructing 600 running feet of pier per month, the gabions to be placed in two rows.

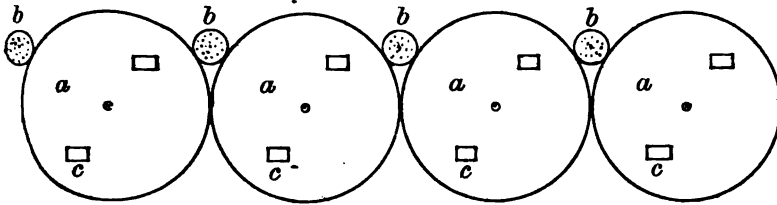
*Method of conducting the work.*

As far as practicable, the laborers are assigned to specific duties; the whole force, however, being held available in case of emergency for the performance of such work as may be required. The whole force is under the command of an overseer who has two assistants or foremen.

The work is divided into the fabrication and the sinking of the gabions, each division being under the immediate direction of one of the foremen.

The carpenters and cooks, &c., are under the especial charge of the overseer.

The carpenters prepare the tops and bottoms, and roll them outside the shed; they are then taken to the weaving ground, where the stakes are set up and the matting completed; thence they are taken to the cementing-ground, where they are finished. As soon as the cement is sufficiently hard, the sinking-party place them on the schooner or flat, and fasten them together, a single row on either side of the vessel, thus—



(a) Gabions; (b) fascine; (c) openings through which the gabions are filled with sand.

They are then taken to the place they are to occupy in the jettee. The sand-dredge occupies a convenient position to fill them with sand as soon as they are sunk in position.

To insure their sinking into position, guide-piles are placed at intervals of 12 feet, the piles being pumped down, the work being performed by a portion of the sinking party. Everything being in readiness, the gabions are launched by elevating the rear ends of the tracks upon which they stand; the first row is floated against the guide-piles, filled with water, and sunk; the second row is sunk beside them, and the top secured; they are then filled with sand, and the mats put down to prevent their being undermined; the schooner returns for another load and the setting of the guide-piles is resumed.

Absolutely quiet weather is not positively necessary for the successful sinking of the gabions, but the capacity of the dredge and the short time necessary to sink a section is such as to leave considerable latitude for the selection of the most favorable weather, and in the event of a small tug being available to tow the gabions out and move the dredge about, a much larger number of gabions could be successfully placed in a month, than could be prepared by a force of 100 men in that time, with perhaps but little, if any, additional expense.

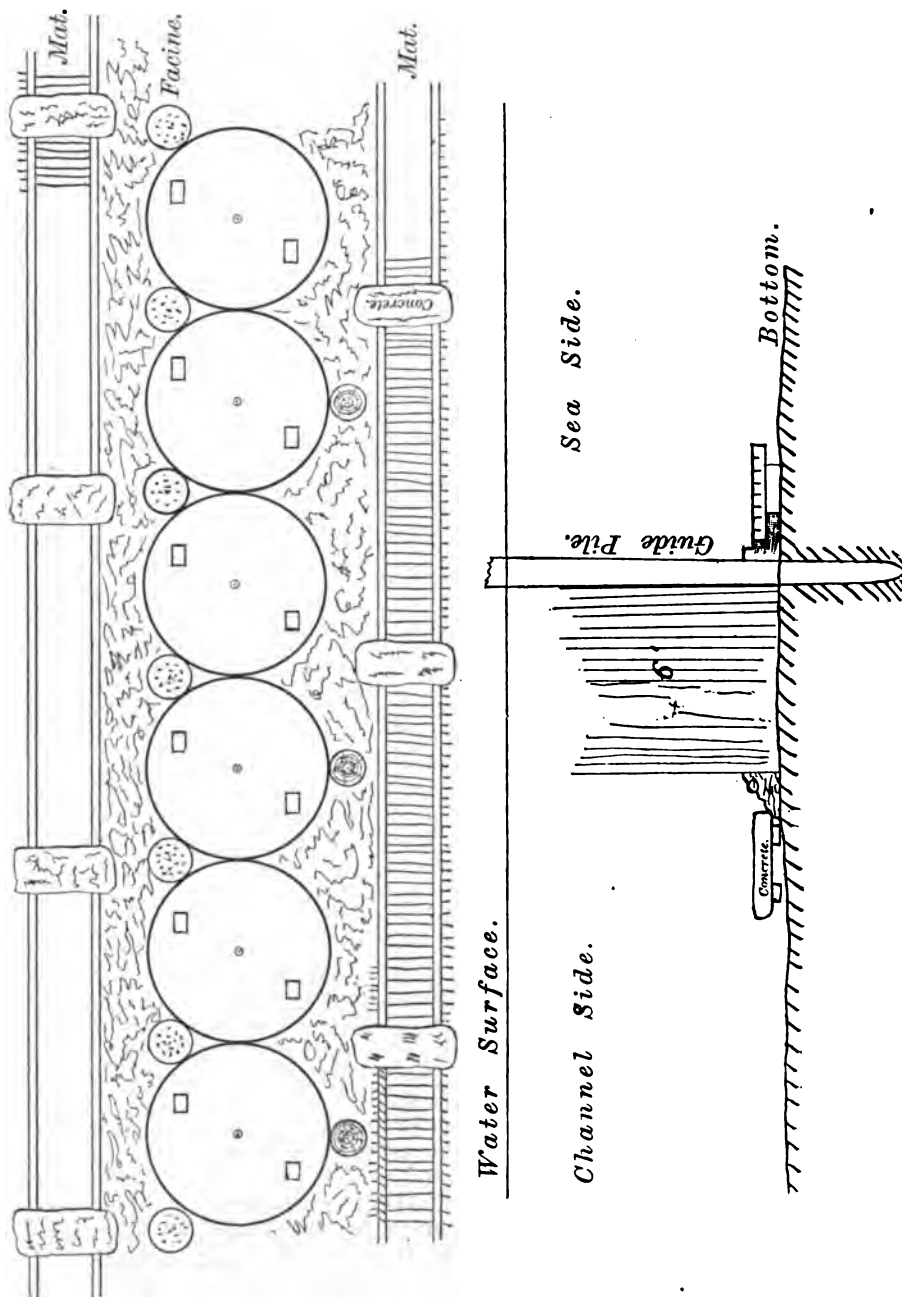
*Permanency of the construction.*

The gabions being covered with cement, will not be injured by the ship-worms, and since they contain nothing in their composition subject to decay when submerged, they must last for a long time; when filled with sand they are essentially as durable as though made of solid concrete; being entirely beneath the surface of the water, the waves can do them no injury. They effectually arrest the currents that sweep the sands along the bottom, and force them to relinquish their burdens, which but contribute to the strength of the obstruction. They have proved their ability to withstand the effects of a severe storm when filled with water only; there is no occasion to doubt their ability to withstand still greater storms when filled with sand.

*Changes recommended.*

A single gabion, when filled with sand, will weigh 17,000 pounds, and by being entirely submerged, whatever force tends to overturn it must be of the nature of a pressure and not a percussion force. If this pressure is from a current of water flowing against it, the resultant pressure will not have a greater lever-arm than that possessed by the weight, and a current with a velocity sufficient to produce a pressure of over 400 pounds to the square foot is unknown in this vicinity. The additional security

afforded by the second row of gabions is in no way commensurate with the expense, and a change of plan from a double to a single row is earnestly recommended, the construction to be of this plan :



The dimensions of gabions to remain the same; a fascine to close the intervals between each gabion on the channel-side; a guide-pile to each alternate gabion on the sea-side, and both sides protected from undermining by a brush mat held in place by blocks of concrete.

This recommendation is not based on conjecture, but is the result of actual observation of the results obtained with the trial section, of which my overseer reports this morning:

"The sand has filled in against the gabions, above and below, more than you would believe. This morning one could wade far beyond the outside gabion, and a short distance below it, without going much over his knees in water."

These gabions were sunk in 12 feet of water. "Above" and "below" refer to sea and bay sides. If this plan is adopted the estimated cost of the improvement of Galveston Harbor will be as follows:

Southern jettee, 3,466 gabions, at \$50 .....	\$173,300
Northern jettee, 1,666 gabions, at \$50 .....	83,300
Guide-piles, 2,566, at \$2 .....	5,132
For a second tier of gabions .....	256,600
For another sand-dredge .....	5,000
Outfit of scows, &c .....	5,000
A small steam-tug .....	10,000
<b>Total for improvement .....</b>	<b>538,332</b>

The present available amount being retained as a contingency estimate, but which will complete 3,000 running feet of jettee.

In addition to the amount on hand there can be expended judiciously this year the sum of \$100,000; next fiscal year, \$300,000.

Very respectfully, your obedient servant,

JAMES B. QUINN,  
*First Lieutenant U. S. Engineers.*

Capt. C. W. HOWELL,  
*Corps of Engineers, U. S. A.*

The report of Lieutenant Quinn is so full as to require but slight comment on my part. Within the short space of three months the work has been organized; buildings erected, suitable machinery planned and constructed; material for the year purchased and stored where needed; laborers made skillful in a work new to all, and 60 linear feet of pier built in a position of great exposure, in time to experience the effect of a severe storm, continuing three days. The storm came on before the gabions forming this pier could be tied together, or even filled with sand, yet with only their own weight to insure stability, the gabions maintained their position; and though placed in 12 feet of water, men can now wade over them in water but little over knee-deep.

I consider this test conclusive as to the stability of the structure adapted, and as to the theory that the sand will collect about it, cover it, and preserve it.

The length of pier built is not great enough to cause appreciable improvement of channel, but it is beyond question that extension will give improvement perhaps beyond our most sanguine hopes.

I have directed Lieutenant Quinn to continue the work with a single row of gabions until experience may show that two rows are needed; this will greatly reduce my original estimate.

The experimental section on the outer bar will be put in position as soon as practicable. I have no doubt as to its remaining in position and forming the nucleus of a sand-shoal.

I beg leave to again call attention to the importance of carrying this experiment to completion by construction of the whole work recommended in my report Ex. Doc. No. 136, H. of R., 43d Cong., 1st sess., in which I state:

If these proposed structures succeed, and I do not see reasons why they should not, many of our Gulf and lower Atlantic seaboard harbors can be improved in the same way and at less expense than by any other method.

The initial results reported; the importance of Galveston Harbor; the possible application of this plan at other harbors obstructed by

sand-bars of purely tidal origin, and the cheapness of construction, it appears to me, should justify the appropriation Lieutenant Quinn asks for; besides, large appropriations help on the side of economy and give early results.

Lest I may be suspected of being over-partial in making my recommendation, I submit the following opinion of an engineer, residing in Galveston, who has personally examined the work of Lieutenant Quinn. The item is taken from a newspaper:

*General Braxton Bragg pays a high compliment to Major Howell's engineering.*

GALVESTON, December 12, —.

In relation to Galveston Harbor improvements, General Bragg says:

The plan of operations is novel and bold; and for that reason the United States Engineer Department and the Secretary of War only asked, and Congress only gave, a small appropriation to make an experiment as a test. That test has now been made, and proved eminently successful. The delays incident to the commencement of a new work on a new principle, with raw, uninstructed men, having been overcome in a very short time, the process of placing the gabions and extending the present jetties toward the main channel commenced a few days since.

The work has progressed far enough to show the practicability of this novel and cheap method for building training-wall on unstable foundations. What is more important, to prove that the effects produced are even greater and more favorable, and more rapid than the projector of the work or his able assistant anticipated, the western swash channel, which conveyed a large quantity of water to and from the bay, had been reached, and the current diverted toward the main channel, and the head of Galveston Island is rapidly extending east across its bed. Where there was 12 feet of water a few days since, the men now wade around in the execution of their work, and the accumulations of drift about that work are so rapid in progress as to give strong assurances that it will be permanent.

The test thus far is so entirely satisfactory that Lieutenant Quinn has reported it to his chief, and urged a further appropriation at an early day to enable him to work more rapidly and more surely. He is also justified in the conclusion that the work can be done at about half the original estimated cost.

I beg leave to commend the skill and energy with which Lieutenant Quinn has conducted this work so far.

It has been left to his discretion to make changes in the original plan, and he has made several of importance, for which he should have credit.

Very respectfully, your obedient servant,

C. W. HOWELL,  
*Captain of Engineers, U. S. A.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers, U. S. A.*

#### IMPROVEMENT OF ENTRANCE TO GALVESTON HARBOR, TEXAS.

##### *Report of board of engineers.*

ARMY BUILDING,  
*New York, January 7, 1875.*

GENERAL: The board of engineers upon the improvement of Galveston Harbor and entrance, constituted by Special Order No. 9, headquarters Corps of Engineers, January 26, 1874, and reconvened by your instructions of December 31, 1874, to consider Captain Howell's report of December 14, in relation to the progress and continuation of the work of improvement of this harbor, have the honor to present their views thereon as follows:

We have read with much interest the account given by Lieutenant Quinn, the engineer officer in immediate charge of the improvement of Galveston Harbor, of his trial with the cemented gabion in forming a small portion of the jettee at the southwest shore of the harbor-entrance.

In the light of the experience gained upon breakwaters constructed in the open sea, the successful resistance of these gabions filled only with water during a storm of three days' continuance, seems inexplicable, unless we suppose they were so rapidly imbedded by accumulations of sand as to be fast fixed, like cylinder piles, before the waves became heavy enough to reach and overturn them. In fact, examination after the storm was over showed that these 19 gabions placed in water 12 feet deep, were entirely buried by the sand, so that men could wade knee-deep on the bank thus formed. It appears, therefore, that the position was favorable to this rapid accumulation of sand, a result which we cannot be certain of for every position in the jetties proposed and under all the varied phases of wind, wave, and current; nor can we feel assured of the permanence of such sand-embankment if once formed, until tested by continued exposure to gales from all quarters. We do not, therefore, regard the trial made by Lieutenant Quinn as decisive, but still advise that the full tests recommended in our report of January, 1874, be carried out.

Should further trial prove it a suitable structure for a breakwater on the Gulf, its manner of construction, whether with a single row of gabions, or two, or even three in the first tier, and its height and finish at top, must be worked out by continued experiment. So great a saving will be effected by limiting the construction to a single row of gabions in each tier, that the trial with this limit ought to be made in connection with the method of two rows, in those portions of the jetties it is proposed to build, in order to test the practicability of the system.

Respectfully submitted.

Z. B. TOWER,

*Colonel of Engineers and Brevet Major-General.*

H. G. WRIGHT,

*Lieutenant-Colonel of Engineers and Brevet Major-General.*

JOHN NEWTON,

*Lieutenant-Colonel of Engineers and Brevet Major-General.*

Brig. Gen. A. A. HUMPHREYS,

*Chief of Engineers, U. S. A.*

H. Ex 115—2





ROCK ISLAND ARSENAL.

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LETTER

FROM

THE SECRETARY OF WAR,

IN RELATION TO

*An appropriation for Rock Island Arsenal for 1876.*

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JANUARY 19, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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WAR DEPARTMENT,  
January 13, 1875.

The Secretary of War has the honor to transmit to the House of Representatives communication of the 6th instant from the commanding officer of the Rock Island Arsenal, with indorsement thereon of the Chief of Ordnance, requesting that the appropriation for that arsenal for the year ending June 30, 1876, be made available upon the passage of the act, and to recommend the same to the favorable consideration of Congress.

WM. W. BELKNAP,  
Secretary of War.

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ROCK ISLAND ARSENAL, ILLINOIS, January 6, 1875.

SIR: I have the honor to request (if you deem it advisable) that Congress be asked to make the appropriations for this arsenal for the year ending June 30, 1876, available for use on the passage of the appropriation act.

The necessity for this action is important from the fact that the estimate asks for funds for the completion of shop "A," and for the erection of two new buildings—an office, and one block of quarters; and the law of July 12, 1870, requires that the unexpended part of the appropriations be covered into the Treasury at the close of the year. Therefore the buildings have to be completed within the year, (before June 30, 1876,) and to do this, the roofs must be on the buildings before winter sets in. As contracts for material cannot be made until after the appropriation is available, and about six weeks must be consumed in advertising for proposals, it is clear that if the commencement of work is deferred till after July 1, an economical completion of the necessary work before cold weather will be difficult.

It is also important because if the commencement of work is deferred

until the middle of the season, skilled labor is drawn off elsewhere and cannot be obtained easily and economically.

I do not think the importance and economy of commencing work early in the spring, and of carrying it on carefully and slowly through the whole season, can be overestimated.

As this can be effected by making the appropriation available on the passage of the act, and there seems to be no objection to such action, I would respectfully urge that it may be done.

I have this day sent to you a letter of inquiry respecting the intention of section 5 of an act of Congress approved June 20, 1874. If it is found that the act referred to does not make appropriations for buildings at this arsenal available for a longer time than one year, I respectfully request that Congress may be asked to make the appropriations for this arsenal available for use at least two years after the appropriations are made.

The necessity for this has been explained in my annual reports. For your convenience, I inclose an extract from my last annual report on this subject.

In any case, however, I deem it very important that the appropriations for next year should be made available for use on the passage of the appropriation act, for reasons which have been set forth in this letter.

Very respectfully, your obedient servant,

D. W. FLAGLER,

*Major of Ordnance, Commanding.*

Brig. Gen. S. V. BENÉT,

*Chief of Ordnance, Washington, D. C.*

[1st indorsement.]

ORDNANCE OFFICE, *January 11, 1875.*

Respectfully submitted to the Secretary of War. The commanding officer of the Rock Island Arsenal very clearly sets forth herein the necessity for a proviso making appropriations for the erection of public buildings available on the passage of the act and for the period of two years. His views are concurred in, and it is respectfully recommended that the attention of Congress be called to the subject for favorable consideration.

S. V. BENÉT,

*Brigadier-General, Chief of Ordnance.*

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*Extract from the annual report of the principal operations at the Rock Island Arsenal, Illinois, during the fiscal year ending June 30, 1874.*

I would again respectfully call the attention of the Department to the necessity, to this arsenal, for some relief from the operation of the law requiring that unexpended portions of appropriations be covered into the Treasury at the close of the year.

The bad working of the law, particularly as regards economy during the past year, has been somewhat disheartening. I quote what was said on this subject in my last annual report, which explains some of the difficulties arising from the operation of the law at this arsenal:

"I respectfully invite the earnest attention of the Department to the effect upon the operations of this arsenal of the law of July 12, 1870, covering unexpended appropriations into the Treasury.

"In building, an appropriation generally is only sufficient for the operation in hand, and the effect of the law is, then, simply to compel the forced completion of the opera-

tion within the year. This enforced completion is difficult of accomplishment, and must almost always be attended with imperfections in the work and considerable additional expense and loss of money. For instance: An appropriation is made for the erection of a building. The money is not available for the work till after July 1, and cannot be obtained till some time thereafter, and the building must be completed before the 30th of June, following.

"For most buildings the walls must be completed and the roof put on before cold weather, so that interior work may go on during the winter *or the building cannot be completed in the year.*

"Under the laws and rules governing expenditures, work cannot be well under way until the latter part of July. There is then left of good weather only August, September, October, and sometimes a part of November, for all the excavation for foundations and basements, (generally in rock—a slow and tedious work, requiring blasting,) and for the completion of the walls and roof.

"The walls are stone, and stone-work involving architecture cannot be hurried satisfactorily. All the operations of getting suitable stone from distant quarries, transportation, cutting, and preparation for the walls are slow, tedious, and troublesome, and unexpected delays are sure to occur.

"The elements of loss in doing work in this manner are as follows: Suitable material cannot be obtained, and high prices must be paid; a quarryman cannot work his quarry to advantage, and must charge accordingly; the contractor at once understands his advantage, and the tendency is to deliver poor material; the officer must sometimes accept material which he would reject were not the alternative the loss of his appropriation and failure to do his work; again, a large force must be employed on the work. This involves the payment of extraordinary wages to get workmen, to pay traveling-expenses and change their abode when they must be discharged in a few months. Troublesome workmen find out that the Government is in their power, and the system induces strikes. This necessary employment of a large force temporarily and then a suspension of work, and requiring workmen to lie idle, not only creates great dissatisfaction among workmen and in the community, but also deprives the Government of the advantage of giving workmen regular and permanent employment, whereby they are induced to make this a permanent home and their services can be obtained at fair, low wages. It is impossible, in most cases, to push walls to completion before cold weather, and the upper and difficult part of the wall must be built in the extreme cold of winter at great loss. The season for advantageous work commences in the spring and closes in the fall. The close of the fiscal year comes just in the middle of that season, and work must gradually stop as the end of the year approaches. This occurring in the busiest part of the season, many of the best workmen are sure to get employment elsewhere before work can be resumed. Little latitude is allowed in making purchases, and they must be made at once, no matter what is the state of the market, and without waiting to draw from distant sources.

"The foregoing are a few of the evils of the system. Great trouble and labor is involved in combating them, and it cannot always be done successfully. I know of few things so heartless and discouraging as to labor diligently and well to accomplish work economically and find oneself defeated unnecessarily.

"The evils spoken of have been in full force at the arsenal during the past year. The rebuilding of Chicago drew off every kind of material and labor required at the arsenal, promoted strikes, advanced prices, and, being forced to accomplish work within a specified time, it was impossible to do it satisfactorily and well at satisfactory prices and keep within the estimates.

"I believe that none of these facts are new to the Department. If the Department deem it practicable to get from Congress any modification of the law, I respectfully urge the great advantage to this arsenal of such a modification as will make appropriations for public buildings at this arsenal 'permanent appropriations' or available for three years or two years, instead of one, and I respectfully request that some action to this end may be taken.

"D. W. FLAGLER,

"Captain of Ordnance, Bvt. Lieut. Col., U. S. A., Commanding."



SAINT JAMES MISSION, WASHINGTON TERRITORY.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The claim of the Roman Catholic mission known as the Mission of Saint James to the military reservation at Fort Vancouver, Washington Territory.*

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JANUARY 19, 1875.—Referred to the Committee on Private Land-Claims and ordered to be printed.

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WAR DEPARTMENT,  
January 18, 1875.

The Secretary of War has the honor to invite the attention of the House of Representatives to the claim of the Roman Catholic mission known as the "Mission of Saint James" to the military reservation at Fort Vancouver, Washington Territory.

This reservation is valued at \$1,000,000, and the claim of the Saint James mission covers the whole of the reservation.

The claim is based upon the act of Congress of August 14, 1848, (9 Statutes, page 323,) and has been before the Department many years. The War Department has always held, and still holds, that the religious establishment of the claimants was not a missionary station on the 14th of August, 1848; that it was not a missionary station among Indian tribes, and that the occupancy of the lands in question by the mission was not such an occupancy as the act of Congress required. As the questions involved in this claim can only be properly determined by a tribunal which can hear and weigh evidence, the facts and the law being so mixed that the questions of law are not susceptible of an independent solution, it is believed that the whole matter should go before a court and jury, and for this purpose it is respectfully recommended that House bill No. 3386, or some similar bill, may be passed at the present session of Congress, in order that this and similar claims may be finally and definitely settled.

WM. W. BELKNAP,  
*Secretary of War.*



WAR WITH MEXICO.

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LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

*A report showing the number of regulars and volunteers employed during the war with Mexico, and the casualties incident to each description of force.*

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JANUARY 19, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT, *January 15, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Invalid Pensions, in reply to communication from Hon. W. B. Small, of said committee, dated the 12th instant, a report showing the number of regulars and volunteers employed during the war with Mexico, and the casualties incident to each description of force.

For a more detailed statement, attention is respectfully invited to the report of the Adjutant-General, dated December 3, 1849, published in Executive Document No. 24, House of Representatives, first session Thirty-first Congress.

WM. W. BELKNAP,  
*Secretary of War.*

*Report showing the aggregate of the regulars and volunteers employed during the war with Mexico, and the casualties incident to each description of force.*

	Forces employ'd and mustered into service.		Discharges.			Deaths.								Wounded in battle.			Resignations.	Desertions.		
	Aggregate officers and men.	Average length of service during the war.	By expiration of service.	For disability.	By order and civil authority.	Aggregate number of discharges.	Killed in battle.		Died of wounds.		Total killed and died of wounds.		Ordinary.		Aggregate number of deaths, officers and men.	Officers.			Men.	Aggregate.
							Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.						
Old establishment.....	15,736	Mos.	1,561	1,782	373	3,716	41	422	22	307	63	729	49	2,574	3,554	118	1,685	1,803	37	2,217
Additional forces.....	11,186	15	12	767	114	893	5	62	5	71	10	133	36	2,055	2,864	36	236	272	92	602
Aggregate of regular Army ..	26,922	.....	1,573	2,549	487	4,609	46	484	27	378	73	862	85	4,629	5,418	154	1,921	2,075	129	2,849
<i>Volunteer force.</i>																				
General staff .....	272	.....	.....	.....	47	47	1	.....	.....	.....	1	.....	16	.....	.....	.....	.....	.....	48	.....
Regiments and corps .....	73,260	10	50,573	7,200	1,969	9,169	46	467	100	567	46	567	(*)	6,256	7,061	129	1,189	1,318	279	3,876
Aggregate regular and volunteer forces.	100,454	.....	52,146	9,749	2,503	13,825	93	951	27	478	120	1,429	101	10,885	12,896	283	3,110	3,393	456	6,725

\* In the reports of the deaths of volunteers, of ordinary disease, officers are not discriminated.

E. D. TOWNSEND, Adjutant-General.



OSAGE INDIANS.

LETTER

FROM THE

ACTING SECRETARY OF THE INTERIOR,

RELATIVE TO

*An estimate of appropriation to pay Osage Indians interest on net avails of lands sold under the treaty of 1865.*

JANUARY 19, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., January 15, 1875.

SIR: I have the honor to inclose, herewith, copy of a letter from the Acting Commissioner of Indian Affairs, dated the 11th instant, inclosing an estimate of appropriation to pay Osage Indians interest on net avails of lands sold under the second article of the treaty of 1865.

The twelfth section of the act of Congress approved July 15, 1870, provides for the payment of said interest, and I would therefore recommend that the appropriation be made in accordance with the estimate herewith submitted.

Very respectfully, your obedient servant,

B. R. COWEN,  
Acting Secretary.

HON. JAMES G. BLAINE,  
Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
Washington, D. C., January 11, 1875.

SIR: By section 12 of the act of July 15, 1870, (16 Stat., p. 362,) the United States agree to pay to the Osage Indians, in consideration of the relinquishment of their lands in Kansas, interest at the rate of five per centum per annum on the amount of money received as proceeds of certain lands therein provided to be sold.

The net proceeds of sales of Osage lands to November 1, 1873, sold

under the second article of their treaty of September 29, 1865, as per Office report of May 2, 1874, and upon which interest was appropriated by the act of June 22, 1874, is \$720,749.01, and proceeds of sales of same from November 1, 1873, to November 1, 1874, as reported by the General Land-Office, \$254,794.49, making total proceeds to November 1, 1874, \$975,543.50; from which is to be deducted one-half the amount appropriated by the act of June 22, 1874, to be expended for the benefit of said Indians, \$200,000, leaving the sum of \$775,543.50 upon which the Osages are entitled to interest from November 1, 1874, to November 1, 1875.

In accordance with the requirements of said act of July 15, 1870, I have the honor to submit herewith an estimate of appropriation for interest at five per centum on the sum above stated, to be paid to the Osages, and recommend that the same be transmitted to Congress for appropriate action by that body.

Very respectfully, your obedient servant,

H. R. CLUM,  
*Acting Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

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*Estimate of appropriation to pay Osage Indians interest on net avails of land sold under the second article of the treaty of September 29, 1865.*

For this amount, to be paid to the Osage Indians in accordance with section 12 of the act approved July 15, 1870, being interest from November 1, 1874, to November 1, 1875, at five per centum, on \$775,543.50, the net avails of Osage trust and diminished reserve lands sold by the United States prior to November 1, 1874.....\$38, 777 18

INDIAN SERVICE IN OREGON.

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L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*An estimate of appropriation for the Indian service in Oregon.*

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JANUARY 19, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 15, 1875.*

SIR: I have the honor to transmit herewith a copy of a report, dated the 14th instant, from the Commissioner of Indian Affairs, with accompanying papers therein noted, upon the subject of the necessity which exists for the erection of a grist and saw mill at the Siletz agency in Oregon. An estimate of appropriation for the purpose above named is also inclosed, amounting to \$15,000.

The attention of Congress is respectfully invited to the subject, with a view to its favorable consideration by that body.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

THE SPEAKER of the House of Representatives.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 14, 1875.*

SIR: I have the honor to present herewith copies of letters from Agent J. H. Fairchild, dated October 6 and 8, 1874, the former addressed to Senator J. H. Mitchell, and by him referred to this Office, representing the necessity for having an appropriation made by Congress during its present session to provide for the erection of a grist and saw mill at the Siletz Indian agency, Oregon, the cost of which will be about \$15,000.

By the agent's report in the premises, it is clearly shown that a urgent necessity exists for the establishment of this mill, and that it

would result in a great saving to the Government, in addition to the benefit that would be derived therefrom by the Indians. With the view, therefore, of meeting this requirement, I have caused to be prepared, and herewith submit, an estimate of appropriation for the above-named amount, and respectfully recommend favorable action thereon by the Department and Congress.

Very respectfully, your obedient servant,

EDW. P. SMITH,  
*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

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*Estimate of appropriation required for the Indian service in Oregon.*

For this amount, or so much thereof as may be necessary, to furnish and erect a grist and saw mill at the Siletz Indian agency, Oregon ..... \$15,000 00

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UNITED STATES INDIAN AGENCY,  
*Siletz, October 6, 1874.*

SIR: I desire to enlist your good offices to secure a saw and grist mill for this agency. The reasons are in brief—

1st. There is no grist-mill within less than fifty miles, and consequently no possibility of flouring the wheat raised on the reservation.

2d. The potato-crop having for two seasons proved an entire failure, the Indians are compelled to subsist themselves on flour and fish. More or less flour is indispensable. Last winter I was compelled to issue about four hundred pounds, at a cost of not far from \$3,200.

3d. At Yaquina, (our only market,) while the oystermen and fishermen import all their flour, they cultivate sufficient land to supply themselves with vegetables, oats, &c. Thus, while the Indians could sell all their flour at good prices, if they had a mill, at present there is no market for anything.

4th. If they had a mill on the reservation, these Indians could not only raise wheat enough to supply themselves with flour for their own use, but surplus sufficient to procure their clothing, groceries, &c., now, in great part, furnished by the Government.

5th. It requires no argument to demonstrate how great an incentive to industry would be the possession of a mill, and the certainty of a market for their surplus wheat.

6th. With no means of converting their wheat into flour, and no potatoes, they must either receive subsistence from Government or be permitted to go outside the reservation to earn their food by their labor. The first alternative is expensive; the second, injurious to the Indians and annoying to many citizens who truly think the proper place for the Indians is on the reservation.

7th. It requires no arithmetic to prove that while, with a mill, they may, in a few years, become capable of sustaining themselves without expense to the Government, without mills they never can become self-supporting.

8th. The necessity for a saw-mill is nearly as great as for a grist-mill. The money an agent is compelled to pay at this agency for such lumber only as is indispensable would in three or four years furnish a saw-mill complete in all particulars.

Estimates of the cost of grist and saw mill are inclosed. I am confident that, if an appropriation could be secured for this purpose, the money would be re-imbursed to the Government, not to mention the advantages and encouragement to the Indians.

Very respectfully, your obedient servant,

J. H. FAIRCHILD,  
United States Indian Agent.

Hon. J. H. MITCHELL,  
Washington, D. C.

(Indorsement :) Respectfully referred to the honorable Commissioner of Indian Affairs. I hope the suggestions of Mr. Fairchild may receive careful consideration, and his suggestions adopted in estimates for coming Congress.

J. H. MITCHELL.

NOVEMBER 17, 1874.

SILETZ INDIAN AGENCY,  
October 6, 1874,

*Estimated cost of saw and grist mill at Siletz Indian agency, Oregon.*

Estimated cost of saw-mill, including transportation and erection .....	\$5,000
Estimated cost of grist-mill, with machinery, transportation, and erection, complete .....	10,000
Total cost of both mills .....	15,000

The above estimates are intended to embrace every item of expense connected with building the two mills except labor of regular employes; are intended to provide good mills, of a sufficient capacity to supply all the wants of this reservation, and is the least amount, it is believed, for which the mills can be built.

Respectfully submitted.

J. H. FAIRCHILD  
United States Indian Agent

Hon. J. H. MITCHELL,  
Washington, D. C.

UNITED STATES INDIAN AGENCY,  
Siletz, October 8, 1874.

SIR: I respectfully ask leave to call your attention to the necessity of securing, at the coming session of Congress, an appropriation to provide a grist and saw mill for this agency. The reasons for this are, in brief:

1st. There is no grist-mill nearer than fifty miles, and no way of converting the wheat raised here into flour. Since the entire failure of the potato-crop, we are compelled to look to flour for subsistence.

2d. The situation of this agency is such that the only possible market for produce is to the fishermen of Yaquina Bay. These all cultivate small parcels of land, raising what vegetables, oats, &c., they require, but, there being no mill near, are compelled to import all their flour.

3d. While, therefore, there is no market open to these Indians for anything they could sell in exchange for flour, there is a good market for all the flour they could produce.

4th. Flour being necessary for their subsistence, and not being able to exchange produce for it, they must either receive it from Government or be permitted to leave the reservation to earn it by their labor.

5th. While there are many sick, infirm, destitute, &c., who must receive from Government, yet to constantly supply near 1,000 persons with flour would be very expensive to Government, and have a bad effect on the Indians.

To permit large bodies of them to be absent from the reservation is annoying to many white citizens, and injurious to the Indians. It should not be permitted. Their proper place is on the reservation.

6th. Had we a mill, the Indians could raise not only wheat enough to supply themselves with bread, but enough surplus to procure groceries, clothing, &c., by the sale of flour.

7th. The work done in the carpenter and blacksmith shops at present gratis, could, if there was anything from the sale of which money could be realized, be charged to the Indians and payment collected in wheat, the sale of which would go far toward paying the expenses of those shops. At present it is useless to charge for the work done, as, if we collect grain, the only use we can make of it is to issue to the Indians. Of course there will continue to be peculiar cases for whom work must be done gratis.

8th. Had we a mill to convert our wheat into flour, the tolls from reapers, thrashers, grist-mill, and the charges in blacksmith and carpenter shops, would go *very far* toward rendering this agency self-sustaining. Indeed, I am of opinion that, with judicious management, this end would be reached in a very few years.

9th. The necessity for a saw-mill is nearly as great. The money we are compelled to pay for only such lumber as cannot be dispensed with, would in three or four years pay for a good mill. The Indians are anxious to build good houses and barns. These last are very much needed, but the funds appropriated each year for this agency are required in so many directions, that I am able only in a very limited manner to supply their actual necessities in this direction. I need not say how great would be the encouragement to the Indians if we had a saw-mill, where they could procure such lumber as was needed.

10th. The estimated cost of both mills is only \$15,000. This is intended to provide good mills, complete in all particulars, capable of supplying all the requirements of this reservation. Labor of regular employes who could be employed in building the mills is not, of course, included in the estimate.

Estimated cost of saw-mill, including transportation and erection .....	\$5, 000
Estimated cost of grist-mill, complete in all particulars.....	10, 000
<b>Total for both mills.....</b>	<b>15, 000</b>

This is believed to be the *least* amount for which good mills can be built at this place. Since I have occupied the position of agent here (since April 1, 1873,) there has been used on this reservation, including the coming winter, not less than 1,300 barrels of flour. This has cost an average of \$8 per barrel, coin = \$10,400, more than the estimated cost of a mill.

Including what will be required for the winter, I have purchased, on account of the Government, about 817 barrels, and I know I have not purchased a pound not absolutely necessary. The balance has been bought by the Indians, employes, &c., and the estimate of 1,300 barrels

is undoubtedly too low. The Indians have also bought a large amount of lumber. I feel certain that more has been paid from this reservation for these two items—flour and lumber—than would build the mills complete in every particular, and that within two years, until these mills are provided, there is no reasonable prospect of this agency becoming self-sustaining.

Very respectfully, your obedient servant,

J. H. FAIRCHILD,  
*United States Indian Agent.*

Hon. E. P. SMITH,  
*Commissioner Indian Affairs, Washington, D. C.*

H. Ex. 120—2

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INDIAN SERVICE IN CALIFORNIA.

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LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*An estimate of appropriation for the Indian service in California.*

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JANUARY 19, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 18, 1875.*

SIR: I have the honor to transmit herewith a copy of a report, dated the 16th instant, from the Commissioner of Indian Affairs, together with an estimate of appropriation required for the Indian service in California, in the sum of thirty thousand dollars, or so much thereof as may be necessary to supply a deficiency in the proceeds of the sale of lands in the Round Valley Indian reservation, in California, applicable to the payment of settlers for improvements on said reservation, appraised in accordance with the act of March 3, 1873, entitled "An act to restore a part of the Round Valley Indian reservation, in California, to the public lands, and for other purposes," and to liquidate such claims on said reservation as shall be found valid by virtue of pre-emption or homestead entry.

The favorable consideration of Congress is respectfully invited to this subject.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

The SPEAKER of the House of Representatives.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 16, 1875.*

SIR: I have the honor to invite your attention to the following, viz: By the act of Congress approved March 3, 1873, entitled "An act to restore a part of the Round Valley Indian reservation, in California, to the public lands, and for other purposes," (Stat., 17, p. 633,) provision is made for the sale of the lands restored at not less than \$1.25 per acre, cash, and that the proceeds, or so much thereof as may be necessary, shall be used to pay for the improvements and claims of settlers residing within the limits of the new reservation created by said act, and for improvements of Indians on the lands thereby restored to the public

lands, after such improvements shall have been appraised and the appraisal approved. It is also provided that the Secretary of the Interior shall appoint three commissioners to make such appraisal, and that he "shall cause the same to be paid to such settlers or Indians out of the money hereinbefore reserved for such purpose," and further, that the settlers shall be required to remove from the new reservation "as soon as they shall be paid for or tendered the amount of the appraised value of their improvements."

The report and appraisal of the commissioners appointed under the provisions of the act in question were approved by the Hon. Secretary of the Interior, under date of the 4th August last, and show the total amount awarded settlers to be \$32,669.78. No report in regard to Indian improvements, as provided by the act, accompanies the appraisal, nor is it shown that any notice was taken of such improvements, or that any such improvements existed.

In addition to the sum of \$32,669.78 due settlers for improvements, it is stated by the commissioners that the sum of \$20,000 will be required to settle claims to the lands themselves which have been acquired by pre-emption, homestead, and purchase, making a total of \$52,669.78. The amount now on the books of this office, realized from the sale of the restored lands and applicable to the payment of the awards made to settlers, is \$15,920.33, and it is estimated that the total amount to be realized will not exceed \$27,000, thus leaving a deficiency of \$25,669.78 to be appropriated by Congress. In order to meet this deficiency, it was suggested by the commissioners of appraisal, consisting of Hon. J. P. C. Shanks, Hon. B. R. Cowen, and Charles Marsh, that an appraisal be authorized of the lands restored to market, which were considered very valuable, and estimated by them to be worth \$51,400.

In accordance with their recommendation a draught of a bill to so amend the act of March 3, 1873, as to authorize such appraisal, was submitted to the Department for the action of Congress January 7, 1874, but no favorable action appears to have been taken by that body.

In view of the foregoing, and in order that the settlers hereinbefore referred to may be paid the appraised value of their improvements, and be required to remove from the reservation, I respectfully recommend that Congress be requested to appropriate the sum of \$30,000, which amount, with so much of the proceeds of the sale of the lands herein referred to as may be necessary for the purpose, shall be used to pay for such improvements and the value of such claims as shall be found valid by virtue of pre-emption or homestead entry, as aforesaid.

An estimate of said appropriation is herewith submitted.

Very respectfully, your obedient servant,

EDWARD P. SMITH,  
*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

*Estimate of appropriation required for the Indian service in California.*

For: this amount, or so much thereof as may be necessary to supply a deficiency in the proceeds of the lands in the Round Valley Indian reservation, applicable for the payment of the improvements of settlers on said reservation, appraised in accordance with the act of March 3, 1873, entitled "An act to restore a part of the Round Valley Indian reservation, in California, to the public lands, and for other purposes," and to liquidate such claims on said reservation as shall be found valid by virtue of pre-emption or homestead entry..... \$30,000

LOUISA HASKINS, A CHOCTAW INDIAN.

LETTER

FROM THE

SECRETARY OF THE INTERIOR,

IN RELATION TO

*An amendment to the Indian appropriation bill referring to the Choctaws.*

JANUARY 19, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., January 14, 1875.

SIR: I have the honor to transmit herewith a copy of a communication, dated the 13th instant, from the Commissioner of Indian Affairs, recommending that the Indian appropriation bill, now pending before the House of Representatives, be amended by adding a proviso to the paragraph commencing on line 453, as follows, viz:

*Provided, That from the amount hereby appropriated, the sum of two hundred and ninety-nine dollars and ten cents, paid out of the civilization fund of the Indian Bureau for board and medical treatment of Louisa Haskins, a Choctaw Indian, at the Government Hospital for the Insane, near Washington, D. C., and to defray the expenses of J. B. Jackson, a Choctaw Indian youth, en route to his home in the Indian Territory, shall be used to re-imburse said civilization fund; and that the Secretary of the Interior be, and he is hereby, authorized to cause to be paid out of Choctaw funds the expenses incurred at any insane asylum for board and medical treatment of any members of said nation, whenever the proper authorities thereof shall fail to make the necessary provisions for such expenses.*

The subject is respectfully commended to the favorable consideration of Congress.

Very respectfully, your obedient servant,

C. DELANO,  
Secretary.

The SPEAKER of the House of Representatives.

DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
Washington, D. C., January 13, 1875.

SIR: I have the honor to state that a sum equal to \$299.10 has been paid out of the civilization fund of this Bureau to parties and for purposes as follows, viz:

To the Government Hospital for the Insane, near this city, for board

and treatment of Louisa Haskins, a Choctaw Indian, \$199.10; and to J. B. Jackson, a youth of the same nation, \$100, to defray his expenses en route to his home in the Indian Territory.

When Louisa Haskins was placed at said hospital, in December, 1872, the understanding was that her expenses would be paid by this Office only until such time as the Choctaw Nation made provisions therefor, and with the belief that the necessary action would immediately be taken by the proper authorities of said nation. This, however, has not been done, and believing that the amount paid on her account, as well as that advanced to J. B. Jackson, as above indicated, are proper charges against the said nation, I respectfully recommend that Congress be requested to amend the appropriation bill as reported to the House, by adding the following proviso to the paragraph commencing on line 453, viz:

*Provided*, That from the amount hereby appropriated, the sum of two hundred and ninety-nine dollars and ten cents, paid out of the civilization fund of the Indian Bureau for board and medical treatment of Louisa Haskins, a Choctaw Indian, at the Government Hospital for the Insane, near Washington, D. C., and to defray the expenses of J. B. Jackson, a Choctaw Indian youth en route to his home in the Indian Territory, shall be used to re-imburse said civilization fund; and that the Secretary of the Interior be, and he is hereby, authorized to cause to be paid out of Choctaw funds the expenses incurred at any insane asylum for board and medical treatment of any member of said nation, whenever the proper authorities thereof shall fail to make the necessary provisions for such expenses.

Very respectfully, your obedient servant,

EDW. P. SMITH,  
*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

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INDIAN SERVICE IN NEW MEXICO.

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L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*An estimate of appropriation for the Indian service in New Mexico.*

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JANUARY 19, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 19, 1875.*

SIR: I have the honor to transmit herewith a copy of a report, dated the 18th instant, from the Commissioner of Indian Affairs, together with an estimate of appropriation required for the Indian service in New Mexico, in the sum of \$17,364.71, or so much thereof as may be necessary to meet certain liabilities incurred during the fiscal year ending June 30, 1875, in providing subsistence supplies for the Navajo Indians in New Mexico.

A copy of the letter of Agent Arny, dated 14th instant, mentioned in the report of the Commissioner, is also herewith transmitted.

The attention of Congress is respectfully invited to this subject with a view to its favorable consideration by that body.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

The SPEAKER of the House of Representatives.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 18, 1875.*

SIR: I have the honor to submit herewith a copy of a communication from Agent W. F. M. Arny, dated the 14th instant, recommending that Congress be requested to appropriate the sum of \$17,364.71 to pay vouchers issued by him for subsistence purchased for the Navajo Indians in New Mexico.

It will be observed that the agent states that the purchase had to be made at a time when he could not communicate with this Office soon

enough to prevent a war on the Mormons and Mexicans, which would, in his opinion, certainly have resulted from the Indians supplying themselves from their flocks, as they had determined to do.

There is no provision made by treaty or act of Congress for the subsistence of the Navajoes, and but the sum of \$5 per head is appropriated annually for clothing, and \$10 per head for beneficial objects, under the treaty of June 1, 1868, (Stats., vol. 15, p. 667.)

These appropriations for the present fiscal year are almost exhausted, and there are no funds out of which the liabilities incurred for subsistence can be paid.

In view of these facts, I respectfully recommend that Congress be requested to make the necessary appropriation, an estimate of which is herewith submitted.

Very respectfully, your obedient servant,

EDW. P. SMITH,  
*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

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*Estimate of appropriation required for the Indian service in New Mexico.*

For this amount, or so much thereof as may be necessary to meet certain liabilities incurred during the fiscal year ending June 30, 1875, in providing subsistence supplies for the Navajo Indians in New Mexico.... \$17,364 71

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WASHINGTON, D. C., January 14, 1875.

SIR: Being about to leave here with my Indians for their Rocky Mountain home, I most respectfully ask your attention to the following-named vouchers for subsistence to the Navajo Indians at Fort Defiance Agency, viz:

William Rosenthal, for beef.....	\$11,794 90
Juan Salazar, for wheat.....	4,345 40
D. Provincher, for beef.....	723 06
Roman A. Baca, for wheat.....	501 35

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17,364 71

The purchase of the above-named subsistence was required at a time when I could not communicate with your Office soon enough to save a war with the Mormons, and if I had not taken the responsibility, I am confident that a war would have resulted which would have cost hundreds of thousands of dollars; and as the Indians gave me the alternative to feed them, or they would feed themselves from the flocks and herds of the Mormons and Mexicans, I concluded to feed them to the extent of the above amount. I can also confidently say that the subsistence was purchased at as low prices as it could be obtained. I hope, therefore, that you will recommend an appropriation for its payment.

W. F. M. ARNY,  
*United States Indian Agent, Navajo Indians.*

Hon. E. P. SMITH,  
*Commissioner Indian Affairs.*

GRANDE RONDE INDIAN AGENCY, OREGON.

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LETTER

FROM THE

SECRETARY OF THE INTERIOR,

RELATIVE TO

*An amendment to the Indian appropriation bill for certain incidental expenses in Oregon.*

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JANUARY 19, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 14, 1875.*

SIR: I have the honor to transmit herewith a copy of a communication, dated the 13th instant, from the Commissioner of Indian Affairs, in relation to the amount embraced in the Indian appropriation bill now before the House, for the Indian service, during the fiscal year ending June 30, 1876, for incidental expenses in Oregon.

The Commissioner states that the funds now provided by said bill (\$40,000) will be inadequate for the support of the Indians, and recommends that the sum be increased to \$50,000.

Concurring in the recommendation of the Commissioner, I respectfully request that the bill above referred to be amended by striking out the words "forty thousand," on lines 1605 and 1606, and inserting in lieu thereof the words "fifty thousand."

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

The SPEAKER of the House of Representatives.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 13, 1875.*

SIR: The last installments of annuity provided by the treaty of November 29, 1854, with the Umpquas and Calapooias of Umpqua Valley, Oregon, (St. 10, p. 1125,) and by the treaty of January 22, 1855, with the Calapooias, Molallas, and Clackamas of Willamette Valley, in said

State, (St. 10, p. 1143,) having been appropriated for the present fiscal year to the amount, under both treaties, of \$7,950, while the sum of \$75,000, embraced in the general estimate of appropriations for the Indian service during the fiscal year ending June 30, 1876, for incidental expenses in Oregon, has, as will be seen by reference to the present Indian appropriation bill, as reported to the House, been reduced to \$40,000, the funds now provided by said bill for this branch of the service will be inadequate to enable the office to furnish the necessary means for the support of the agency for these Indians, and to meet absolute necessities. I have the honor therefore to recommend that Congress be requested to so amend the bill referred to as to provide not less than the sum of \$50,000 for the general incidental expenses of the Indian service in Oregon, in order that the Department may have the necessary funds for the support of the Grande Ronde agency and the Indians thereof during the next fiscal year.

Very respectfully, your obedient servant,

E. P. SMITH,  
*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.



INTERNATIONAL EXHIBITION OF 1876.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

*A report giving a statement of what is proposed to be exhibited by each Executive Department of the Government at the International Exhibition to be held in the city of Philadelphia in the year 1876, together with an estimate of the expense to be incurred.*

JANUARY 20, 1875.—Referred to the Select Committee on the Centennial Celebration and the Proposed National Census of 1875, and ordered to be printed.

*To the House of Representatives :*

I have the honor to transmit herewith a report from a board composed of one person named by the head of each Executive Department and of the Department of Agriculture and Smithsonian Institution, appointed March 25, 1874, for the purpose of securing a complete and harmonious arrangement of the articles and materials designed to be exhibited from the Executive Departments of the Government at the International Exhibition to be held in the city of Philadelphia in the year 1876 for the purpose of celebrating the one hundredth anniversary of the Independence of the United States.

The report gives a statement of what is proposed to be exhibited by each Department, together with an estimate of the expense which will have to be incurred.

Submitting to Congress the estimate made by the board, I recommend that Congress make a suitable appropriation to enable the different Departments to make a complete and creditable showing of the articles and materials designed to be exhibited by the Government, and which will undoubtedly form one of the most interesting features of the exhibition.

U. S. GRANT.

EXECUTIVE MANSION, January 20, 1875.

*Report of the board on arrangement and classification of articles and materials to be exhibited by the Government of the United States at the International Exhibition, 1876. Prepared under the Executive order of January 23, 1874.*

ORDNANCE OFFICE, WAR DEPARTMENT,  
Washington, January 8, 1875.

SIR: On behalf of the board appointed in pursuance of your order of January 21, 1874, (copy inclosed,) I have the honor to lay before you

the reports from the various members of the board representing the several Executive Departments relative to securing a complete and harmonious arrangement of the articles and materials designed to be exhibited by the Government at the International Exhibition of 1876.

An examination of these reports will show that the following interesting array of articles and materials can readily be prepared and exhibited at the Exhibition, viz:

#### BY THE INTERIOR DEPARTMENT.

Exhibition of the ethnological characteristics of the Indian tribes of the country, with wigwams, dresses, weapons, &c.; an exhibition of the growth of the land-survey, the progress of settlement, mines, explorations, &c.; exhibit of the progress of education in this country; typical models in each class of patented inventions; original returns of the censuses of 1790, 1850, and 1870, &c.

#### BY THE TREASURY DEPARTMENT.

Specimens of engravings and printing as executed by the Government; maps, charts, instruments, &c., of the Coast Survey; apparatus, models, &c., of Light-House Board; architectural drawings, &c., from office of Supervising Architect; contributions from the United States mints, &c.

#### BY THE POST-OFFICE DEPARTMENT.

A post-office in complete operation in the exhibition building and for the purposes of the exhibition.

#### BY THE AGRICULTURAL DEPARTMENT.

Specimens illustrative of farm and garden products of the country; textile fabrics and fibers; silk-culture; wool and woollens, &c.; vegetable foods, dyes, &c.; furs and fur-bearing animals, insectivorous birds, foreign and domestic, entomological specimens, &c.; agricultural seeds, edible roots, &c., sections of the forest-trees of the country, with foliage, fruits, nuts, &c.; statistics of the agricultural and other resources of the country; advance in methods of agriculture and in agricultural machinery, &c.; drawings of micro-cryptogamic plants, injurious fungoid plants, &c.; examples in economic uses of microscope, &c.; specimens of soils, classified according to chemical composition, and with reference to their geological origins; specimens of fertilizers; alcoholic products; collection of gum, oil, and medicine producing plants, &c.; model arrangements of special collections, such as ferneries, air-plants, &c.

#### BY THE SMITHSONIAN INSTITUTION.

The National Museum of the Institution, exhibiting the national resources of the animal, vegetable, and mineral kingdoms of the United States, with methods of securing and utilizing the several objects included therein; the ethnology of the continent; fishes and fish culture, &c.; a complete exposition of the scope and workings of the Institution.

#### BY THE WAR DEPARTMENT.

Systems of fortifications, military mining, pontoning, torpedoes, manufacture of small-arms and ammunition; historical specimens of arms;

sea-coast cannon, siege and field artillery, &c; military hospitals, hospital administration, medicine, surgery, hygiene, &c.; specimens of military clothing, camp and garrison equipage, baggage-wagons, military vehicles, &c.; signal-service of the country, with specimens of all barometric, thermometric, and telegraphic apparatus and instruments in connection with the Signal-Service, a detachment of the Signal-Service being stationed on the grounds.

#### BY THE NAVY DEPARTMENT.

Heavy ordnance, boat-guns, small-arms, shells, &c.; Navy rations and clothing; models of ships, boats, &c.; medical and surgical stores, publications, &c.; maps, charts, surveys, and instruments relating to navigation; models of docks, quays, moorings, &c.; sails, canvas, rigging, &c.; ships' engines, boilers, &c.

After careful investigation and a thorough interchange of opinion upon the subject of expense, it is thought the undertaking will require the following amounts, viz:

Interior Department.....	\$211,000
Treasury Department.....	5,000
Post-Office Department.....	5,000
Agricultural Department.....	50,000
Smithsonian Institution, (National Museum).....	100,000
War Department.....	200,000
Navy Department.....	150,000
Add for show-cases, shelving, incidentals, &c. ....	50,000
For a separate building capable of removal to Washington after the close of the exhibition, to be then used as a National Museum at the Capital of the Nation.....	200,000
<b>Total .....</b>	<b>971,000</b>

Very respectfully, your obedient servant,

S. C. LYFORD,

*Bvt. Lieut.-Col. U. S. A., Chairman of Board.*

THE PRESIDENT OF THE UNITED STATES.

[Executive order.]

#### INTERNATIONAL EXHIBITION—1876.

*By the President of the United States.*

Whereas it has been brought to the notice of the President of the United States that, in the International Exhibition of Arts, Manufactures, and Products of the Soil and Mine, to be held in the city of Philadelphia, in the year eighteen hundred and seventy-six, for the purpose of celebrating the one hundredth anniversary of the independence of the United States, it is desirable that from the Executive Departments of the Government of the United States, in which there may be articles suitable for the purpose intended, there should appear such articles and materials as will, when presented in a collective exhibition, illustrate the functions and administrative faculties of the Government in time of peace and its resources as a war power, and thereby serve to demonstrate the nature of our institutions and their adaptations to the wants of the people.

Now, for the purpose of securing a complete and harmonious arrangement of the articles and materials designed to be exhibited from the Executive Departments of the Government, it is ordered that a board, to be composed of one person, to be named by the head of each of the Executive Departments which may have articles and materials to be exhibited, and also of one person to be named in behalf of the Smithsonian Institution, and one to be named in behalf of the Department of Agriculture, be charged with the preparation, arrangement, and safe-keeping of such articles and materials as the heads of the several Departments and the Commissioner of Agriculture and the

Director of the Smithsonian Institution may respectively decide shall be embraced in the collection; that one of the persons thus named, to be designated by the President, shall be chairman of such board, and that the board appoint from their own number such other officers as they may think necessary; and that the said board, when organized, be authorized, under the direction of the President, to confer with executive officers of the Centennial Exhibition in relation to such matters connected with the subject as may pertain to the respective Departments having articles and materials on exhibition; and that the names of the persons thus selected by the heads of the several Departments, the Commissioner of Agriculture and the Director of the Smithsonian Institution, shall be submitted to the President for designation.

By order of the President :

HAMILTON FISH,  
*Secretary of State.*

WASHINGTON, *January 23, 1874.*

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DEPARTMENT OF STATE,  
*Washington, March 25, 1874.*

SIR: I have the honor to inform you that, in accordance with the order of the President of the 23d of January last, the following persons have been named by the heads of the several Departments, &c., mentioned in the order, having articles or materials to be exhibited at the Centennial Exhibition to be held in 1876, to compose the board directed to be created by the said order, viz :

By the Secretary of the Treasury .... Hon. F. M. SAWYER.\*  
By the Secretary of War ..... Col. S. C. LYFORD, U. S. A.  
By the Secretary of the Navy ..... Admiral T. A. JENKINS, U. S. N.  
By the Secretary of the Interior ..... JOHN EATON, Esq.  
By the Postmaster-General ..... Dr. CHAS. F. McDONALD.  
By the Department of Agriculture ... Wm. SAUNDERS, Esq.  
By the Smithsonian Institution ..... Prof. S. F. BAIRD.

I have the honor further to inform you that the President has designated Colonel S. C. Lyford, U. S. A., to be the chairman of such board.

I have the honor to be, sir, your obedient servant,

HAMILTON FISH.

The Hon. WILLIAM W. BELKNAP,  
*Secretary of War.*

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DEPARTMENT OF THE INTERIOR,  
BUREAU OF EDUCATION,  
*Washington, D. C., January 6, 1875.*

SIR: In response to an inquiry as to the nature, extent, and probable cost of any effective participation by the Department of the Interior in the International Centennial Exhibition at Philadelphia in 1876, the honorable Secretary of the Interior has received information which he has desired me to communicate to you.

I have the honor, therefore, to inclose for your information a summary of the statements and estimates made by the respective offices and bureaus of the Department, in case Congress should order an exhibition undertaken by them of the several subjects to which their duties relate.

Very respectfully, your obedient servant,

JOHN EATON,  
*Commissioner, &c.*

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\* Subsequently changed to Hon. R. W. Taylor, First Comptroller.

## SUMMARY.

*Office of Indian Affairs.*—For “an interesting and instructive exhibit of the ethnological characteristics of the different Indian tribes of the country, such as utensils, dresses, fabrics, weapons, &c.; besides this, there should be one or two houses in open ground, with specimens of bark and hide canoes, wigwams, and other materials” of similar character; for this outside exhibition, 15,000 square feet of ground is estimated to be necessary; for these purposes an appropriation of from \$100,000 to \$150,000 would be necessary.

*General Land-Office.*—It is estimated that an appropriation of \$10,000 would be enough for the preparation of such maps, diagrams, &c., as would satisfactorily exhibit “the growth of the land-survey from time to time, the progress of settlement, mines, explorations, &c.”

*Education-Office.*—For the preparation of such charts, models, and diagrams, and the collection and arrangement of such specimens of reports, text-books, instruments, and apparatus, and the compilation of such documents, catalogues, and indices, as would display the progress and condition of education, public and private, of all grades and kinds, in all parts of the Union; containing only such integral and outline presentation of education in all its relations as shall be supplementary to the exhibition made by States, cities, and institutions of learning, and without duplicating their work or collections; the estimated amount necessary for these purposes is from \$40,000 to \$50,000.

*Patent-Office.*—For the exhibition of typical models in each class of inventions, so that the growth of any one branch of the industrial arts can be illustrated; boards and tressels for the support of these models, and colored cambric for covering the extemporaneous tables so constructed, would be the only expense besides the carriage of the models to Philadelphia and return. No estimate has been furnished.

*Census Office.*—For the display of the original returns of the censuses of 1790, 1830, and 1870, with additional wall surface for the display of maps and charts enlarged from the statistical atlas. For this last item an estimated expenditure of \$700 would be necessary.

Respectfully submitted.

JOHN EATON,

*Member of the Executive Board on the  
Centennial Exhibition for the Department of the Interior.*

Bvt. Lieut. Col. S. C. LYFORD, U. S. A.,

*Chairman Board Executive Centennial Commissioners,  
Ordinance Office.*

TREASURY DEPARTMENT,  
FIRST COMPTROLLER'S OFFICE,  
Washington D. C. December 11, 1874.

SIR: In compliance with the request contained in your letter of November 2, 1874, I have the honor to state as the amount and character of space required by the offices of the Treasury Department at the International Exhibition of 1876, as follows:

By the Bureau of Engraving and Printing, “a space of six feet square, with light suitable for the exhibition of engravings.”

By the United States Coast-Survey, “a floored area of 30 by 30 feet width, a height of 16 feet above the floor.”

By the Light-House Board, "a parallelogram, about 50 by 20 feet, in which to place such apparatus as may be thought desirable."

By the Supervising Architect, "a wall-space of not exceeding 1,000 superficial feet," for the exhibition of pictures.

By the United States Mint, "a floored space 20 by 20 feet, with a wall on one side 16 feet high."

The desired information was not completed until this morning.

I am, very respectfully,

R. W. TAYLER,  
Comptroller.

Col. S. C. LYFORD, U. S. A.

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DEPARTMENT OF AGRICULTURE,  
Washington, November 23, 1874.

SIR: In answer to your request for an expression of opinion as to whether the Departments should exhibit in the main building or in a separate structure, I have the honor to reply that I am of decided opinion that the interests of the Government cannot be properly maintained if its contributions are divided, and separately displayed in the classifications adopted by the directors of the International Exhibition of 1876. So far as I can judge, these classifications are eminently proper, the result of much thought and experience, and probably the best that, with present knowledge, can be devised; but the representations that may be made by the Government Departments will be unique in their character, and will require to be arranged as a series of developments, and not altogether as finished products, therefore requiring facilities that can only be properly secured in a separate and distinct structure.

Estimates as to quantity and character of space required by this Department will be prepared and in readiness to be submitted at any time you may deem it expedient to have them presented to the board.

Very respectfully, your obedient servant,

WILLIAM SAUNDERS.

Col. S. C. LYFORD, U. S. A.

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*Synopsis of contributions to be made by the Agricultural Department to the International Exposition of 1876; subject to congressional action.*

#### 1.—ENTOMOLOGICAL DIVISION.

The entomological division having care of the museum of the Department, can furnish a large number of specimens illustrative of the character of the farm and garden products of the country. These include textile fibers and their respective fabrics; also the various processes or stages of preparation for manufacture; American silk-cocoons and resultants; wools and woolens, goat-fleeces, and articles of their manufacture. Vegetable products used for food, such as starches, sugars, gums, flours, and those used in the arts exclusively, as dyes, waxes, rubbers, and the principles of medical properties, will be very fully represented.

A collection of stuffed birds, mostly American species, will be arranged with immediate reference to their benefit or injury in agriculture and horticulture. Game-birds of the country, including some of foreign origin that have been introduced, and others of value that may be introduced, will be added in this list. Various specimens of fur-bearing ani-

mals will be added, and type representations of various domestic fowls will increase the value and interest of this collection.

Entomology proper will be represented by about 250 plates, colored from nature, illustrating the principal injurious and beneficial insects of the United States.

A collection of agricultural seeds, various miscellaneous products of the country, models of fruits, roots, and vegetables, which need not be here enumerated, will form part of the contributions of this division.

To exhibit this portion will require 2,500 square feet of space, and which would include 400 feet for wall-room, and to carry the arrangement to a perfect system, additional contributions will be required, which will involve an expenditure of about \$15,000.

## 2.—BOTANICAL DIVISION.

This division could make a complete collection of sections of the forest-trees of the country. These sections will be transverse, and of moderate and suitable size, so cut as to show the natural appearance of the bark on one side, and the character of the wood, rough and polished, on the other sides. These, as far as practicable, will be accompanied with specimens of foliage and fruits, such as cones of pines and other conifers; and such fruits as plums, persimmons, and the papaw will be shown preserved in alcohol; and the dry fruits and nuts, as acorns, walnuts, hickory-nuts, and others, will accompany their respective wood sections in sealed jars. Well-prepared botanical specimens of the leaves and flowers will accompany each species.

Four hundred square feet of shelving (which will be in tiers) will be required for this display; and to make a perfect collection, by additions to that already in Department, would require an outlay of between \$3,000 and \$4,000.

## 3.—STATISTICAL DIVISION.

From this division can be furnished a condensed exhibit of the resources and productions of the country, with a brief history of its acquisitions of territory, accession of industrial population, rise and progress of rural industries, introduction and origination of new plants, improvement of farm-stock, advance in methods of culture, progress of agricultural machinery, changes in efficiency and remuneration of labor, and other points illustrative of the progress in agriculture.

Statistical diagrams of the comparative and special productions of different States and sections of country, showing clearly the prominent crops of various localities.

## 4.—MICROSCOPICAL DIVISION.

This division can furnish about two hundred drawings of microcryptogamic plants and other organisms, highly magnified and colored from nature. These will include a series of drawings illustrating the injurious fungoid plants that injure various useful plants, as the grape-vine, the potato, the onion, the cranberry, various fruit-trees, and cereals. Also examples to show the value of the microscope in detecting adulterations of food and economic preparations.

To fully illustrate the above, an appropriation of \$3,000 will be required, and space to the amount of 200 square feet.

## 5.—CHEMICAL DIVISION.

This division can exhibit a collection of soils, classified and arranged according to their chemical compositions, and with reference to their geological origin.

A collection of all the fertilizers, natural and artificial, afforded by the United States, arranged with regard to their origin, their chemical composition, and their proximate values as applied to various vegetation.

A collection of the products resulting from a chemical treatment of plants, and a classification and arrangement of them in such a manner as to illustrate, as far as possible, the methods by which they are obtained.

A collection of the fluids, alcoholic and fermentable, including wines, brandies, whiskies, beer, ale, cider, and vinegar, with the products from which they may be obtained, the whole to be so classified and arranged as to illustrate as fully as practicable the methods of manufacture.

This exhibit will require about 1,000 square feet of surface and an appropriation of \$8,000 to \$10,000.

## 6.—HORTICULTURAL DIVISION.

A very full and interesting collection of economic plants can be furnished by this division. These would illustrate the sources of many articles of commerce, such as the various gums, and India-rubber-bearing plants; various oils used for medical and special mechanical purposes; the starches, and those forming the basis of arrowroots, farinas, and tapiocas; the fiber-producing plants of all kinds, both foreign and domestic; plants producing beverages, such as various teas, coffee, chocolate, and cocoas; stimulating products such as tobacco, coca, guarano, and kola; tropical and semi-tropical fruits, as the pineapple, orange, mango, guava, cherymoyer, banana, papaya, rose and star apples, alligator-pear, and others; spice-producing plants, as pepper, eugenia, &c.; poisonous plants, as strychnos, machineal, and the upas; plants furnishing medical principles, and others of various economic and botanical interest.

Various useful features may be exhibited in the arrangement, such as that of exemplifying, so far as means will admit, the geographical distribution of plants; model arrangements of special collections, such as ferneries, air-plants, and exotic aquatics, would also contribute to the interest of the exhibition.

A glass structure, covering 2,000 square feet of surface, is supposed sufficient for this collection. This could be executed in an ornamental but plain building for \$3,500, and to complete the collection would require an appropriation of \$6,000.

## RECAPITULATION.

	Space.
1. Entomological division.....	2,900 square feet.
2. Botanical division.....	400 square feet.
3. Statistical division.....	200 square feet.
4. Microscopical division.....	200 square feet.
5. Chemical division.....	1,000 square feet.
6. Horticultural division.....	2,000 square feet,
	6,700 square feet,
	glass covered.

Appropriations required to complete the above, about \$42,000.



SMITHSONIAN INSTITUTION,  
Washington, D. C., November 17, 1874.

SIR: Having appointed Professor Baird to represent the Smithsonian Institution in the board on Executive Departments of the Government, for the International Exhibition of 1876, he has elaborated a general plan of the exhibition which it may be desirable to make on the part of the Smithsonian Institution. This plan meets my entire approbation, and can be fully carried out, provided the necessary appropriation can be obtained from Congress for the purpose.

According to the plan proposed, the exhibition from the Institution will consist of two parts: 1st, that which relates to the Institution and its workings; 2d, to the National Museum under its charge.

The first part will be of comparatively little expense and require but limited space; but to carry out the second part will require a large expenditure of money, and 15,000 square feet of space.

In this connection, it should be definitely understood that the income of the fund of the Institution itself cannot be appropriated to the foregoing purpose, the expenditure of this income being necessarily restricted to operations in strict accordance with the will of the founder. The Institution, however, will furnish a full series of articles to illustrate its own operations, and will cheerfully exert its influence in advocating the importance of the exhibition and in facilitating the operations of the commission in every way in its power.

I am, very truly and respectfully, your obedient servant,  
JOSEPH HENRY,  
*Secretary Smithsonian Institution.*

Col. S. C. LYFORD, U. S. A.,  
*Chairman Board of Centennial Commissioners D. C.*

SMITHSONIAN INSTITUTION,  
Washington, D. C., November 10, 1874.

SIR: In accordance with your request, I beg leave to present herewith some suggestions in reference to the nature of the exhibition which it may be desirable to make, on the part of the Smithsonian Institution, at the Centennial Exposition in Philadelphia, in 1876.

These will appropriately come under two heads: first, as to the Institution itself, and its workings; and, second, as to the National Museum under its charge.

As respects the Institution and its workings, the objects most worthy of presentation will be a complete series of all the publications made by it from the beginning, whether of books, maps, engravings, or other objects. A series of diagrams, exhibiting the principal facts in regard to the Institution, its investments, its income and expenditures for a given time, the number of foreign institutions with which it is in communication, the magnitude of its publications, &c., will all be appropriate.

A pamphlet, containing a summary of its history and present condition, and plan of operations, may properly be printed and distributed on the same occasion.

The consideration of the second division of the subject is one of much greater complexity, since, having in charge the National Museum of the United States, the Institution may be expected to make a complete presentation of the natural resources of the animal, vegetable, and mineral

kingdoms in the United States, together with the methods of securing, preparing, marketing, and otherwise utilizing the several objects included therein. Such presentations as made under Government auspices constitute the most attractive features in foreign international expositions, especially when they embrace representations of the inhabitants, with illustrations of any peculiar habits or characteristics in features, dress, domestic and household utensils, &c.

So far as objects of the vegetable kingdom are concerned, these will doubtless be amply provided for by the Agricultural Department, to which the Smithsonian Institution has been in the habit of turning over all articles of that character. The subject of insects, especially as related to agricultural and domestic economy generally, will also be in charge of the Agricultural Department, which receives all the collections of the Smithsonian Institution in that group.

The subject of soils will undoubtedly be provided for by the same branch of the Government.

It will be within the province of the Institution to make an exhaustive representation of everything related to the animal kingdom, with the exception, as already mentioned, of the insects. These should include, as far as possible, living representatives of the various species; specimens mounted in the highest style of the taxidermist's art; colored casts, models or photographs of the different species; the apparatus by which they are captured, preserved, nurtured, or utilized; representations of the products themselves, in their crude condition, and in the various stages of preparation or manufacture, as also illustrations, in certain cases, of the special application of the same.

The ethnological division of the exhibition should include living representatives of the various American tribes in their appropriate costumes, with illustrations of the different kinds of their abodes; specimens of dress, implements, utensils, food, manufactures, &c.; those of modern times to be accompanied by illustrations of their prehistoric ancestry, as shown by the objects of stone, earthen-ware, &c., obtained from the mounds, graves, and other localities.

I append, herewith, a sketch of the general classification that may be adopted in such an exhibition, together with suggestions of illustrations for the several subdivisions.

It will, of course, be readily understood, that to make an exhibition of the kind referred to worthy of the nation, will require a great amount of labor, and involve considerable expense. If the National Museum were entirely complete in all its departments, it would be simply necessary to transfer from Washington to Philadelphia a selection of such articles as might be desired. Unfortunately, however, there is yet much to be done in this direction, especially in securing the suggested illustrations of American ethnology and archaeology, and the proper preparation of many of the forms of animal life for a satisfactory exhibition.

Funds will be needed to obtain the material, to transport it to Washington, to prepare properly for exhibition specimens now on hand, and those to be obtained; to pack and transport them to Philadelphia, to label and arrange them while there, and to return them to the National Museum. Suitable cases will also be required while in the exposition. As far as possible, these cases should correspond in general plan to those now in the National Museum, and be capable of being transferred to Washington and used subsequently in the same connection, as so large an amount of additional material will necessarily require the means for permanent exhibition.

While it will be rather a matter of prompt expenditure to secure illustrations of the animal resources of North America, it will be a more difficult task to accomplish the same in regard to the minerals, as the field is very wide and varied. Perhaps the best collections of this nature are at present to be found in the cabinets of Yale College, New Haven, and Columbia College, New York. Some arrangement may possibly be made with these institutions to furnish selections from their series, any deficiencies to be supplemented by special collections. In this way a creditable exhibition can probably be provided. It is, of course, not impossible, by securing the labors of several experts, with means at their command, to make an entirely new and valuable collection, and I only refer to the cabinets in question as an alternative.

It is at this time difficult to estimate the amount of space that will be needed for the purposes of this exhibition. As nearly as I can judge, a space having a floor-surface equal to that of one of the halls of the Smithsonian Institution would suffice, with suitable economy of arrangement, for the zoological and anthropological sections. This is 200 feet by 50, giving an area of 10,000 square feet. The mineral collection, if of satisfactory extent, will probably require 5,000 feet in addition, making 15,000 feet for the entire collection.

The question of the cost of completing the collections and of preparing them, &c., has not yet come up. I shall be ready to make an approximate estimate whenever called upon.

Very respectfully,

SPENCER F. BAIRD.

Prof. JOSEPH HENRY,  
*Secretary of the Smithsonian Institution.*

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*Proposed classification of the objects and illustrations derived from the animal kingdom.*

- A. Man.
- B. Mammals.
- C. Birds.
- D. Reptiles.
- E. Fishes.
- F. Mollusks.
- G. Crustaceans.
- H. Radiates.
- I. Protozoa.

It is in the above classes and orders that we find the animals of the United States, furnishing economical products.

The following are some of the principal subdivisions, under their respective heads:

**A. MAN.**

Living representatives in their appropriate costumes.

Typical crania and skeletons.

Masks, including dressed figures.

Buildings, such as huts, houses, &c.

Furniture.

Domestic utensils.

Tools.

Machinery, as for weaving, &c.

Implements.

Weapons of war and the chase.

Fishing apparatus.

Transportation, whether by hand, horses, dogs, reindeer, boats, &c.

Religious rites.

Games, festivals, and amusements.

Burials.

Literature, letters, &c.

Many other subdivisions will present themselves as the subject comes up for critical consideration.

## B. MAMMALS.

Any living representatives.

Stuffed specimens systematically arranged of all the species used by man as food or for any other purpose, (Indian dogs, ponies, &c., included.)

Plaster casts and models.

Food, prepared for permanent preservation, as pemmican, buffalo and reindeer tongues, dried buffalo meat, &c.

Furs and skins, raw and dressed, in the various stages of preparation, including the carnivora, bison, musk-ox, seals, rabbits, &c.

Hides, as of deer, buffalo, porpoise, white whale, walrus, seal, manatee, &c.

Hair and hoofs.

Whalebone.

Ambergris.

Teeth, as of the fossil elephant, walrus, &c.

Bones, used as fertilizers.

Oil of the whale in all its varieties, and of porpoise, bear, and seal, (crude and refined with spermaceti, &c.)

Secretions, as castoreum of the beaver, skunk, &c.

## C. BIRDS.

Specimens living, and mounted skins, to include the principal species used as food, the game birds, waders, swimmers, &c., as also the reed-birds and some of the thrushes, and the few remaining land-birds that are known in this connection.

Food, preparations of any kind.

Feathers, whether used for down, as of the swan, ducks, and geese, or as ornamental plumes, as herons and spoonbills, &c.

Skins for clothing, as of swans, grebes, and coons.

Oil as derived from the pelican.

Eggs, as of the murre, heron, gull, tern, certain ducks, geese, grouse, more or less sought for.

## D. REPTILES.

Living representatives, to include all the different species of turtles, the alligator, eatable frogs, &c., together with some of the snakes.

Casts and stuffed specimens and alcoholic representations of such as cannot be preserved alive.

Food, turtles, dried frogs' legs.

Skins, as of the alligator, raw and converted into leather.

Shells as of the tortoise.

## E. FISHES. .

Living representatives of such species as can be readily exhibited, as the trout, black bass, the grayling, &c. If a marine aquarium is possible, some of the principal sea-fishes.

Plaster casts, colored from nature, of all the various species capable of economical application.

Food, as that of the shad, salmon, white-fish, herring, cod, &c., either dried, pickled, or preserved in oil, &c., to include also prepared cavear, boneless and desiccated fish, &c.

Skins, as shagreen of the file-fish, and shark, &c.

Scales, as used for ornament and other purposes.

Oils, of the menhaden, sturgeon, enlachon, cod, &c., in all conditions.

Guano and fertilizers, as obtained from the species just named.

Bait for the capture of other species, such as menhaden, capeling, cod-roe, herrings, &c.

## F. MOLLUSKS.

Living representatives, such as oysters, clams of all kinds, scallops, mios, squid, &c.

Models in wax or plaster.

Shells, whether of the shell-fish proper or of the squid.

Alcoholic specimens.

Food, as pickled oysters, clams, &c.

Bait, salted or otherwise, prepared for use, as of the clam, squid, &c.

Ornaments, as pearls, shells, beads, and wampum.

Enemies, as the star-fish and various borers.

## G. CRUSTACEANS.

Specimens, living and preserved, of lobsters, shrimps, crawfish, king-crabs, and the like.

Food, as prepared canned lobsters and shrimps.

Fertilizers, as caucerine, obtained from the king-crab.

## H. RADIATES.

Specimens, living, of the holothurians or beche-le-mer and star-fish.

Food, as prepared beche-le-mer.

Ornament, as corals, &c.

## I. PROTOZOA.

The sponges in their different stages of preparation.

The different forms of apparatus for securing these respective objects, whether obtained on land or in the water, may be classified with the proper divisions or exhibited separately in systematic order. These will of course include, as far as the fisheries are concerned, the different forms of lines, hooks, nets in all their varieties, traps, pounds, weirs, and the like; the dredges, scrapers, tongs, and all other appliances by which aquatic objects are gathered for use, not omitting the harpoons and bomb-lances and other devices for the capture of the cetaceans; the different kinds of ships, boats, fishing-smacks, as found on different portions of the coast and in the interior; apparatus or working models by which these species are utilized when taken, such as the mode of preparing

the crude whale-oil, and of refining it; the menhaden oil-factory, the herring oil-factory, &c.; also the smoke-houses used in preparing fishes, apparatus for making fish-cans, and the like.

Illustrations of the different methods of fish-culture, with apparatus; models of hatching establishments and of fish-ways in actual operation, and everything necessary to furnish a satisfactory idea of the subject, should also be exhibited.

This department will necessarily require much space, and involve much expense in its completion, although considerable progress has already been made by the Institution in this direction. Should it become necessary for an exhibition on the part of the various Departments to arrange a special building, it would seem desirable that this should be constructed of iron and glass, of such a form as to permit of its transfer to Washington after the Centennial Exposition, and its erection on some of the public grounds, for the purposes of the Government. It might be used as a portion of the proposed Library of Congress; or it might be transferred to Washington with its contents, there to remain as a perpetual exhibition, to be kept up from time to time by the various Departments. Certainly nothing would be of greater interest to the visitor to Washington than such a display, representing at all times the operations and material results of the several Departments in their continued progress.

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SMITHSONIAN INSTITUTION,  
*Washington, D. C., November 23, 1874.*

DEAR SIR: After a discussion with Professor Henry, on the question as to the amount and character of space required for the proposed exhibition by the National Museum, I have to say that, so far as we can at present judge, about 15,000 square feet of floor-area will be needed. This will be occupied by upright cases and horizontal tables, as well as by objects placed immediately on the floor. This is of course contingent upon an appropriation by Congress to meet the necessary expenses of collecting, preparing, and exhibiting the material.

I am, at present, inclined to prefer the idea of a separate building for an exhibition on the part of the United States, as allowing freedom from restrictions and regulations that may interfere with a preferred arrangement of the articles; and especially as it is extremely doubtful whether enough space can now be obtained in the main building to meet the needs of a complete display on the part of the Government.

Very respectfully,

SPENCER F. BAIRD.

Col. LYFORD,  
*Ordnance Department, Washington, D. C.*

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ORDNANCE OFFICE, WAR DEPARTMENT,  
*Washington, January 6, 1875.*

SIR: I have the honor to submit for your consideration the following, viz:

Under the Executive order of January 23, 1874, organizing a board composed of a representative from each of the Executive Departments of the Government for the purpose of devising and executing some plan upon which to present to the International Exhibition a complete

as well as historical exhibition of the resources of the Government, as a military as well as a peaceful power, you did me the honor to appoint me as the officer to represent the War Department. Under the authority thus conferred, I have considered the subject, in its entirety and details, and now respectfully make these suggestions:

The War Department has under its authority the following Bureaux, which can, from the property on hand, with perhaps a few articles to be procured, exhibit as presented, viz :

#### THE ENGINEER DEPARTMENT.

I. The system of fortifications now in use, supplemented by models and drawings of those used in 1776.

II. The system of pontooning.

III. The torpedo system.

IV. Specimens of its labors and works in connection with geodetic surveys.

V. Its labors in civil works.

#### THE ORDNANCE DEPARTMENT.

I. A collection of small-arms, illustrating the changes and advance from 1776 to 1876.

II. A collection of artillery and carriages for the field-service and sea-coast defense.

III. The progress in equipments and accouterments for all branches of the service.

V. The manufacture, on the spot, of the Springfield rifled musket, calibre .45.

VI. The manufacture, on the spot, of metallic ammunition.

VII. Collection of arms made by other nations.

#### THE MEDICAL DEPARTMENT.

I. A frame building to represent the adopted plan for constructing a post-hospital for 24 beds, showing our system of hospital construction and affording ample space for the exhibition of—

II. A full set of the various blank forms, &c., of medical department.

III. A complete series of the medical supplies actually used, including medicines, medical and surgical instruments, hospital stores, hospital clothing and furniture, meteorological instruments, &c.

IV. A full set of the publications of the Surgeon-General's Office.

V. Selected medical, surgical, anatomical and microscopical specimens, photographs of specimens and rare books to represent the Army Medical Museum and the library of the Surgeon-General's Office.

VI. Models of barrack-hospitals, railroad-car for transportation of sick and wounded, hospital steamboat and steamship.

VII. Full-sized medicine-wagons, ambulances, stretchers, and other means of transporting the sick and wounded.

VIII. Three hospital-tents, pitched end to end, with furniture complete, to illustrate field-hospitals.

#### THE QUARTERMASTER'S DEPARTMENT.

I. Tents, flags, and other articles of camp and garrison equipage.

II. New uniforms for the Army, (mounted on wooden figures.)

III. Historical specimens of uniforms, from continental times to present, (mounted on wooden figures.)

IV. Army wagons, harness, &c.

#### THE SIGNAL-SERVICE.

I. A full display of all signal and meteorological apparatus in working order; instructed man of the Signal-Service to be in charge, who will receive reports, issue maps, bulletins, and perform such other duties as are done at any regular station of observation.

II. *Signal*.—Day and night equipment complete, international code, model of semaphore, model of field-telegraph train.

III. *Meteorological*.—Barometers, thermometers, hygrometers, anemometers, anemoscopes, fluvimeters, miscellaneous instruments and apparatus.

It is believed that a very creditable, as well as an exceedingly interesting, display can be made; one that will be of great benefit to our own people in showing that the War Department is not, nor ever has been, behind the progressive requirements of the age, and one that will compare favorably with displays made by other countries. To accomplish all desired will require an appropriation not to exceed \$200,000 to cover all expenses in transportation, hire of employés, necessary expenses for offices and all incidentals.

I would respectfully invite your attention to the exceeding desirableness of securing, if possible, a representation of the various scientific and mechanical branches of the military departments of foreign nations at the International Exhibition. Such a collection of materials and data, in affording a comparative view of the diversified means and appliances of war of the several competing nations, could not fail of beneficial results in the advancement of the art of war on our continent. The advantages to be obtained by our country warrant, in my opinion, the expense that will necessarily be entailed in the undertaking, and I therefore earnestly recommend that, if the Executive Departments shall be by law empowered to participate in the International Exhibition, invitations may be extended to foreign nations to send representations of their materials of war to the exhibition.

Very respectfully, your obedient servant,

S. C. LYFORD,

*Bvt. Lieut. Col. U. S. A.,*

*Chairman of Board and member on behalf of War Department.*

HON. SECRETARY OF WAR.

[Indorsement.]

This report is concurred in, and its suggestions are earnestly recommended.

WM. W. BELKNAP,

*Secretary of War.*

JANUARY 7, 1875.

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BETHLEHEM, PA., November 24, 1874.

SIR: I have received your circular of the 20th instant, and in reply to that part of it asking for the views of the members of the board "as to whether the Executive Departments should exhibit in the main build-



ing or in a separate structure," I have to say that if the "International Centennial Exhibition" is likely to prove as successful as its friends seem to anticipate, the several Executive Departments of the Government should have now, or obtain hereafter, the funds necessary for defraying the incidental expenses of transporting, handling, and caring for all the available articles and objects of interest in the several branches of the public service, could it be determined not to limit the space required for the exhibition of all such objects as illustrating the history and progress of those branches. I am satisfied (after having seen the plans and drawings of the main and other buildings, and heard full explanations as regards the distribution of space) the commissioners representing the Executive Departments of the Government will require much more space than can be set apart for them in the main building, without seriously interfering with private foreign and domestic exhibitors, and hence, to meet the wants of the Departments and make the combined exhibition of the Government a success, a separate structure seems to me to be indispensable.

If, however, it be deemed or found impracticable to provide the necessary funds for erecting a separate building, the board must be restricted to the selection, from each branch of the service of a few of the most desirable and interesting objects for exhibition, a result which would, it is believed, be very unsatisfactory to the country.

I am informed that the several undermentioned Bureaus of the Navy Department will require the amounts of space indicated, viz :

Bureau of Ordnance, 3,000 square feet.

Bureau of Provisions and Clothing, 800 square feet.

Bureau of Construction, 320 square feet.

Bureau of Medicine and Surgery, 20 square feet.

Bureau of Navigation, 1,000 square feet.

Bureau of Yards and Docks, space not determined.

Bureau of Equipment and Recruiting, space not determined.

Bureau of Steam-Engineering, space not determined.

The several Bureaus of the Navy will exhibit as follows :

#### ORDNANCE.

Heavy guns and carriages; boat-guns and carriages; rifles, small-arms, and naval equipments generally; shells, fuses, primers, &c., &c.

#### PROVISIONS AND CLOTHING.

Samples of Navy ration and of Navy clothing, with methods of preparation and preservation on board ship.

#### CONSTRUCTION.

Models of ships, boats, &c.; samples of woods and of iron used in ship-building; spars; launching-ways, &c.

#### MEDICINE AND SURGERY.

Samples of surgical appliances in use on board ship; medicines, storage of same; publications, &c., &c.

#### NAVIGATION.

Maps, charts, surveys, publications relating thereto; compasses, binoculars, sounding-gear, signals, &c., &c.

## YARDS AND DOCKS.

Models, drawings, &c., of docks, quays, derricks, moorings, &c., &c.

## EQUIPMENT AND RECRUITING.

Samples of rigging, sails, (canvas,) anchors, cables, cooking-utensils, wire-rope, distilling-apparatus, &c., &c.

## STEAM-ENGINEERING.

Models of ship's engines, boilers, and machinery in general; ditto of boats.

Very respectfully,

THORNTON A. JENKINS,

*Rear-Admiral, Commissioner of Navy Department.*

Col. S. C. LYFORD, U. S. A.,

*Chairman Executive Deputy Centennial Board.*

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BETHLEHEM, PA., November 24, 1874.

SIR: Referring to my application as a member of the board on behalf of the Executive Department, to prepare a harmonious arrangement of the various articles to be exhibited by the said Departments at the International Exhibition of 1876, and to the question whether the Executive Departments should exhibit in the main building or in a separate structure, I have to submit that if the "International Centennial Exhibition" is likely to prove as successful as its friends seem to anticipate, the several Executive Departments of the Government should have now, or obtain hereafter, the funds necessary for defraying the incidental expenses of transporting, handling, and caring for all the available articles and objects of interest in the several branches of the public service, could it be determined not to limit the space required for the exhibition of all such objects as illustrating the history and progress of those branches. I am satisfied (after having seen the plans and drawings of the main and other buildings, and heard full explanations as regards the distribution of space) the commissioners representing the Executive Departments of the Government will require much more space than can be set apart for them in the main building without seriously interfering with private foreign and domestic exhibitors, and hence, to meet the wants of the Departments and make the combined exhibition of the Government a success, a separate structure seems to me to be indispensable.

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Bureau of Navigation, 1,000 square feet.

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Bureau of Equipment and Recruiting, space not determined.

Bureau of Steam-Engineering, space not determined.

The several Bureaus of the Navy will exhibit as follows :

#### ORDNANCE.

Heavy guns and carriages; boat guns and carriages; rifles; small-arms, and naval equipments generally; shells, fuses, primers, &c., &c.

#### PROVISIONS AND CLOTHING.

Samples of Navy rations and of Navy clothing, with methods of preparation and preservation on board ship.

#### CONSTRUCTION.

Models of ships, boats, &c.; samples of woods and of iron used in ship-building; spars, launching-ways, &c.

#### MEDICINE AND SURGERY.

Samples of surgical appliances in use on board ship; medicines, storage of same; publications, &c., &c.

#### NAVIGATION.

Maps, charts, surveys; publications relating thereto; compasses, binnacles, sounding-gear, signals, &c., &c.

#### YARDS AND DOCKS.

Models, drawings, &c., of docks, quays, derricks, moorings, &c., &c.

#### EQUIPMENT AND RECRUITING.

Samples of rigging, sails, (canvas,) anchors, cables, cooking-utensils, wire-rope, distilling-apparatus, &c., &c.

#### STEAM-ENGINEERING.

Models of ship's engines, boilers, and machinery in general; ditto of boats.

Very respectfully,

THORNTON A. JENKINS,

*Rear-Admiral, Commissioner of Navy Department.*

The Hon. SECRETARY OF THE NAVY,

*Washington, D. C.*

The above suggestions are approved, with the remark that if the Government are to take part as exhibitors this expenditure is necessary.

GEO. M. ROBESON,

*Secretary of the Navy.*

DECEMBER 14, 1875.



ARMAMENT FOR SEA-COAST DEFENSE.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RELATIVE TO

*The condition of the armament of our fortifications, and the necessity for immediate provision by Congress for the procurement of heavy cannon.*

JANUARY 20, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

*To the Senate and House of Representatives:*

In my annual message of December 1, 1873, while inviting general attention to all the recommendations made by the Secretary of War, your special consideration was invited to "the importance of preparing for war in time of peace by providing proper armament for our sea-coast defenses. Proper armament is of vastly more importance than fortifications. The latter can be supplied very speedily for temporary purposes when needed. The former cannot."

These views gain increased strength and pertinence as the years roll by, and I have now again the honor to call special attention to the condition of the "armament of our fortifications," and the absolute necessity for immediate provision by Congress for the procurement of heavy cannon. The large expenditures required to supply the number of guns for our forts is the strongest argument that can be adduced for a liberal annual appropriation for their gradual accumulation. In time of war such preparations cannot be made, cannon cannot be purchased in open market, nor manufactured at short notice; they must be the product of years of experience and labor.

I herewith inclose copies of a report of the Chief of Ordnance and of a board of ordnance officers on the trial of an 8-inch rifle converted from a 10-inch smooth-bore, which shows very conclusively an economical means of utilizing these useless smooth-bores and making them into 8-inch rifles capable of piercing 7 inches of iron. The 1,294 10-inch Rodman guns should, in my opinion, be so utilized, and the appropriation requested by the Chief of Ordnance of \$250,000 to commence these conversions is urgently recommended.

While convinced of the economy and necessity of these conversions, the determination of the best and most economical method of providing guns of still larger caliber should no longer be delayed. The experience

of other nations, based on the new conditions of defense brought prominently forward by the introduction of iron-clads into every navy afloat, demands heavier metal and rifle-guns of not less than 12 inches in caliber. These enormous masses, hurling a shot of 700 pounds, can alone meet many of the requirements of the national defenses. They must be provided, and experiments on a large scale can alone give the data necessary for the determination of the question. A suitable proving-ground, with all the facilities and conveniences referred to by the Chief of Ordnance, with a liberal annual appropriation, is an undoubted necessity. The guns now ready for trial cannot be experimented with without funds, and the estimate of \$250,000 for the purpose is deemed reasonable, and is strongly recommended.

The constant appeals for legislation on the "armament of fortifications" ought no longer to be disregarded, if Congress desires in peace to prepare the important material without which future wars must inevitably lead to disaster.

This subject is submitted with the hope that the consideration it deserves may be given it at the present session.

U. S. GRANT.

EXECUTIVE MANSION, *January 20, 1875.*

ORDNANCE OFFICE, WAR DEPARTMENT,  
*December 14, 1874.*

SIR: I have the honor to submit for the action of the Secretary of War the following:

1. In my annual report, submitted in October last, I expressed the belief that, prior to the meeting of Congress, much valuable information would be obtained from experiments with certain experimental guns, then nearly ready for trial, as would enable this Bureau to report understandingly on that most important subject, the "armament of our fortifications." Although the information is not as complete as was expected, sufficient has been done and reported upon which to base the following recommendations.

There are at present in our forts the following heavy guns:

321 15-inch Rodman guns, smooth bore.

1,294 10-inch Rodman guns, smooth bore.

90 8-inch Parrott rifles.

40 10-inch Parrott rifles.

These Parrott rifles, even if reliable when using the heavy battering-charges required in modern warfare, of which doubts are entertained, are so few in number as to constitute but an unimportant item among the 4,181 guns required for our forts, when ready for their armament. Rifle-guns ranging from 8 inches to 12 inches in caliber, with power sufficient to penetrate at considerable distances the armor of iron-clad vessels, must be provided. The heaviest rifles are the guns of the present, as they will be of the future, and while smooth-bores may for some time to come play a secondary part, for want of a more powerful weapon, they must inevitably yield to the rifle in every important juncture, as the old smooth-bore musket has given place to the breech-loading rifle in the hands of the soldier. While thus expressing the conviction that the days of smooth-bore ordnance are passing away, I desire to call attention to the fact that the first grand stride toward the introduction of great guns in any service was made in this country by the late General Rodman, of the Ordnance Department, whose reputation as an ordnance officer is world-wide, and that the 15-inch gun he first made in 1861 was the most powerful weapon then known, soon to be surpassed by his 20-inch smooth-bore, made in 1864, weighing 116,000 pounds, and throwing a shot weighing 1,080 pounds. The introduction of iron-clads in modern warfare calls, however, for the penetrating power of heavy rifles, and the smashing and racking effect of a 15-inch smooth-bore must yield to the working energy of a 12-inch rifle that will pierce the thickest iron armor at long distances.

How best and most economically to provide for this great want has exercised the brain and skill of the most distinguished officers in every country, and caused the expenditure of millions of money. There is little doubt that steel is the best material for guns, but the product is by far too costly to be considered now, and, besides, would have to be procured abroad. Wrought-iron guns lined with steel, as adopted by England, have not given that satisfaction that would justify an expenditure of several millions of money in plant for their manufacture. In this country, the success of the Ordnance Department in improving the quality of our cast iron for cannon has been marked and satisfactory, and we may lay claim, with good reason, to the best cast-iron guns in the world. They require, however, to be strengthened when subjected to the enormous strains which as rifles they are to withstand; and the success abroad of lining cast iron with wrought iron or steel, has sug-

gested an easy and economical mode of converting our cheap cast-iron smooth-bores into powerful and efficient rifles. Our trial thus far with a 10-inch Rodman gun lined with wrought iron and converted into an 8-inch rifle gives promise of success; and another lined with steel, now nearly ready for firing, may probably give equal, if not better, results. This 8-inch rifle has already been fired 328 rounds,\* with battering-charges of 35 pounds of powder and 180-pound shot, giving an average velocity of about 1,425 feet, and a working energy of nearly 5,000,000 foot-pounds; capable of penetrating seven inches of iron armor at distances from 500 to 1,000 yards. This success enables us at comparatively small cost to utilize the 1,294 10-inch smooth-bore guns, which as smooth-bores are utterly useless against iron-clads, by converting them into 8-inch rifles capable of penetrating 7 inches of iron armor.

The value and interest of this proposed conversion is all the greater from the fact that the casemates of our forts, designed many years since, are too contracted to accommodate a gun of much larger size than the 10-inch Rodman; and this very gun intended for that special purpose can thus be strengthened and increased in power, to meet the greater demands that modern improvements in naval attack and defense make upon it.

In again urging upon Congress the absolute necessity for some action that will enable us to place our forts in fighting condition by providing their armament, I will be excused for stating an undeniable fact, which appears to be entirely ignored, that a fort is worse than useless without guns to arm it; indeed, that it is not a fort at all without its armament—more like a body without a soul; and that other fact, which also seems to be lost sight of, that cannon cannot be purchased ready-made in market, but have to be manufactured specially, and must be provided in time of peace. It is certainly the part of wisdom to be prepared for future wars that occur in the life of every nation, but should our appeals be constantly disregarded and the next war find the country unprepared, and our sea-coast defenseless and at the mercy of an enterprising enemy, the responsibility for all subsequent disasters cannot rest on the Ordnance Department of the Army, nor on the Secretary of War, nor the Executive.

I have, therefore, the honor to recommend that an appropriation of \$250,000 be made by Congress for converting smooth-bore guns into rifles by lining with wrought iron or steel.

The above sum will enable us to convert at least 140 guns.

II. In 1872 Congress appropriated \$270,000 "for experiments and tests of heavy rifled ordnance." The guns "designated by a board of officers appointed by the Secretary of War," under the provisions of the act, have been in preparation under the supervision of their respective inventors, and the whole number will probably be ready for trial in the early spring. The necessity and convenience of having a proving and experimental ground in near proximity to the city of New York has forced the Department, with your approval, to establish a temporary one on the Government reservation at Sandy Hook, New York Harbor.

Even in the trial of the 8-inch rifle, referred to above, this Department has been hampered by the want of funds, and these important experiments, that will eventually lead to a determination of the question so vital to the national defense, have had to be conducted under great embarrassments, and with the rudest appliances and conveniences.

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\*Up to date, December 19, this gun has been fired 448 rounds.



It is expected that by the opening of spring eight guns, varying in caliber from 8 inches to 12 inches, and in weight from 16,000 to 85,000 pounds, will be ready for firing. The firing of a 12-inch rifle is a very expensive business, each round fired costing about \$100. As the gun may stand 500 rounds, its trial will cost \$50,000, and only in a less degree will the expense be in the trial of guns of smaller caliber.

Funds necessary for this purpose should be appropriated; and, added to this, a sum sufficient to provide all the carriages, depressing and others, butts and platforms, and all the appliances, conveniences, and labor required for the prosecution of such exact and important work.

I know of no military or naval power that has not provided an experimental and proving ground with every facility for conducting trials upon a grand scale; and there is no way of avoiding considerable expenditure, while seeking and obtaining the necessary data from which to draw conclusions, that will lead to such large expenditures in the future in arming our fortifications.

I have, therefore, the honor to recommend that an appropriation of \$250,000 be made for proving-ground and experiments and tests of heavy ordnance.

Very respectfully, your obedient servant,

S. V. BENÉT,  
*Brigadier-General, Chief of Ordnance.*

The Hon. SECRETARY OF WAR.

DECEMBER 24, 1874.

The gun up to this date has been fired 513 times, 500 of which with battering-charges. After the most careful examination and measurements, no damage to the rifling or enlargement of the bore can be detected, and the gun apparently is in perfect order—serviceable in every respect.

S. V. B.

REPORT OF TRIAL OF AN 8-INCH RIFLE, CONVERTED FROM A 10-INCH CAST-IRON SMOOTH-BORE RODMAN GUN, BY LINING WITH A COILED WROUGHT-IRON TUBE, INSERTED FROM THE MUZZLE.

ORDNANCE OFFICE, *October 9, 1874.*

SIR: I have the honor to recommend that a board of ordnance officers be convened in the city of New York, on the 21st of October, instant, or as soon thereafter as practicable, for the consideration of such ordnance subjects, and the trial of such of the experimental guns prepared under the "act of June 6, 1872," as may be submitted to it by the Chief of Ordnance, to whom its reports shall be made.

The following-named officers are respectfully recommended for detail: Maj. S. Crispin, Ordnance Department; Maj. T. J. Treadwell, Ordnance Department; Maj. T. G. Baylor, Ordnance Department; Capt. Geo. W. McKee, Ordnance Department, as recorder.

Very respectfully, your obedient servant,

S. V. BENÉT,  
*Brigadier-General, Chief of Ordnance.*

The Hon. SECRETARY OF WAR.

[Special Orders No. 221.]

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
*Washington, October 10, 1874.*

(Extract.)

\* \* \* \* \*

6. A board, to consist of Maj. S. Crispin, Ordnance Department; Maj. T. J. Treadwell, Ordnance Department; Maj. T. G. Baylor, Ordnance Department, and Capt. George W. Kee, Ordnance Department, as recorder, is appointed to meet in New York City, N. Y., on the 21st day of October, 1874, or as soon thereafter as practicable, for the consideration of such ordnance subjects, and the trial of such of the experimental guns prepared under the "act of June 6, 1872," as may be submitted to it by the Chief of Ordnance, to whom its reports will be made.

By order of the Secretary of War.

E. D. TOWNSEND,  
*Adjutant-General.*S. V. BENÉT,  
*Brigadier-General, Chief of Ordnance.*

*Report of the trial of an 8-inch rifle converted from a 10-inch cast-iron smooth-bore Rodman gun by lining with a coiled wrought-iron tube inserted from the muzzle.*

The board on heavy rifled ordnance, instituted by the War Department under the act of Congress of June 6, 1872, for the selection of breech-loading and muzzle-loading rifled ordnance for experiments and tests, recommended, among other experiments, as follows:

That in order to test the system of gun-conversions by lining with wrought iron or steel tubes, (as brought to the notice of the board in a communication addressed to the Chief of Ordnance by Maj. S. Crispin, and referred to the board by the Ordnance Department,) that four 10-inch smooth-bore Rodman guns be converted to muzzle-loading rifles, using two calibers, two of the guns to have a caliber of not less than 8 inches, and two to have a caliber of not less than 9 inches; and, further, that two of the guns be converted by tubing from the rear, and two by tubing from the front; the character of the metal lining, whether of steel or wrought iron, and other details of conversion, to be determined by the War Department.

The principal consideration which induced the board to recommend these tests are found, it is believed, in the following extracts from a communication addressed by Maj. S. Crispin to the Chief of Ordnance under date of June 12, 1872:

In recent interviews with some of the members of the permanent board of engineers of the United States Army, my attention has been forcibly called to the subject of the utilization of our existing granite casemate sea-coast defenses by the replacement of their present smooth-bore armament and the introduction of rifled guns of the higher power, which these works, from their capacity, will admit of being applied, and which armament will also be of adequate power for many other positions not needing our heavier calibers of 10 and 12 inch rifles.

The enormous cost of these works, and the necessity of their utilization by the introduction of an armament not too bulky for their construction—effective against iron-clads as at present constructed—to replace their present low power, 8 and 10 inch smooth-bores, and other, and motives of economy should lead, in my judgment, to experiments with a view of determining if conversion (already successfully inaugurated in the English service) of our cast-iron smooth-bores to rifles of greatly increased power cannot be satisfactorily made in our service, thus utilizing both guns and casemates.

The recommendations of the armament board of 1867, restricting our calibers to 10 and 12 inches for rifles, provide only for works of a capacity for their introduction; but as rifled ordnance, at least as low as 8 inches, can be effectually used against iron-clads, this question of utilization of existing works inadequate for our standard calibers receives additional importance. Considering that General Rodman, in his plans for heavy ordnance, contemplated an excess of strength for practical use, and knowing that England has already converted over five hundred 71-hundred-weight smooth-bores, and has one hundred more now under way at Elswick, (*prima-facie* evidence of success,) it would seem that we would be warranted in undertaking the experiment of the conversion of a 10-inch smooth-bore Rodman gun into a rifle of a caliber of either, say, 8 or 8½ inches, the exact caliber to be determined by a thorough examination and consideration of data, and the formation of a mature judgment as to what should be the maximum bore, consistent with a safe and durable converted gun.

The general principles of conversion proposed—the lining of the bore with a tube—it will be remembered was proposed for 10 and 12 inch experimental rifles by the ordnance board of 1868.

The experiment preliminary to those proposed by the board of 1868, to line a 10-inch and 12-inch rifle, would at a moderate cost throw considerable light upon this subject, and is another reason for its being undertaken.]

The decision of the board on heavy rifled ordnance in this regard having been approved, two 10-inch smooth-bore cast-iron Rodman guns have been converted by lining them with wrought-iron coiled tubes inserted at the muzzle, one to an 8-inch rifle and the other to a 9-inch rifle, and were placed at the disposal of the board on experimental guns, &c., by the Chief of Ordnance under date of October 22, 1874, and with instructions to fire 500 rounds, as contemplated by the board on rifling and

venting, &c., convened under orders of the Department under date of March 29, 1873.

Five hundred and thirteen rounds have been fired from the 8-inch rifle so converted, up to the date of this report, under the supervision of the board.

#### GUNS.

##### *Description of the 8-inch gun. (Plate.)*

The gun is essentially composed of two parts, the original 10-inch smooth-bore, bored up to an interior diameter of 13.5 inches, and a lining-tube of coiled wrought iron, (welded,) the breech of which to a distance of 32.5 inches being a double tube, the outer one shrunk on to the inner, the former, however, having the same exterior diameter as the inner tube at the muzzle-end. (See plate.) A screw-collar, B, prevents the tube from being thrust forward at the muzzle by the compression of its metal by repeated firings. The bottom of the tube is closed by a wrought-iron base or cup.

The dimensions of the finished bore of the cast-iron body and the exterior dimensions of the inserted wrought-iron tube are given in the accompanying table, No. 3. It will be seen that play between the cast-iron body and the tube does not exceed 0.0105 inch for a length of 32 inches at the breech-end, and 0.009 inch for the remainder of its length. The tube was adjusted to the cast-iron body with great care, especially to insure its breech-end being closely in contact with the cast iron. After its insertion it was secured at the muzzle by the screw-collar above mentioned. The venting is the ordinary copper-bushing, the old vent being closed by a wrought-iron screw-plug.

A screw-plug, C, is inserted to prevent the tube from turning.

The rifling consists of 15 grooves and bands, (equal,) with a uniform twist of one turn in 40 feet. Additional details will be found in the drawing.

The weight of the gun and tube complete is 16,160 pounds.

#### CARRIAGE.

The gun is mounted on the ordinary service 10-inch wrought-iron carriage for the service of our 10-inch smooth-bore cannon in casemate. It consists of the upper carriage and chassis, the total weight being about 6,000 pounds. The axis of the gun is 7 feet above the surface of its wooden platform.

The upper carriage, consisting of two cheek-pieces connected by its transoms, has attached the box, clamp, and friction-plates of the recoil-check.

The only changes in its construction are the ones necessitated by the modes adopted for checking recoil, and elevating and depressing the gun.

The following descriptions set forth these changes.

The recoil is checked by friction, using a special device. The principle of this check is as follows:

The simple friction of two small plates acting in contact with the upper and lower surfaces of a single broad wrought-iron rail, extending midway between the chassis-rails nearly the length of the carriage, combined with the increased resistance afforded by a slight wedge-shape given to the latter, afford the power for absorbing the recoil.

This apparatus is secured to the front of the chassis by a transom, taking the place and position of the front hurters, and a plate bolted to it on top, between which the friction-rail passes, and is free to move to the front longitudinally. \* \* \* It is secured

# 10 INCH RODMAN S.B. GUN CONVERTED INTO AN 8 INCH M.L. RIFLE.

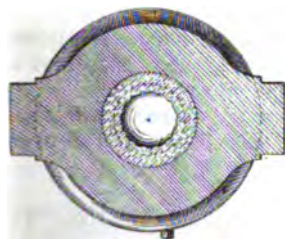


Fig. 4.

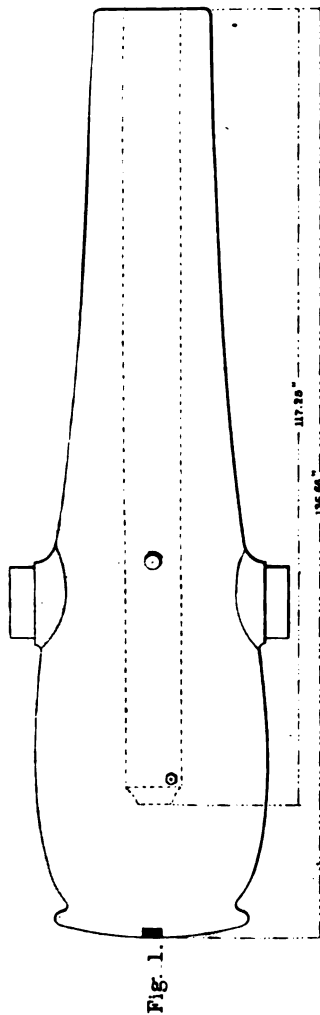


Fig. 1.

Board on Experimental Guns, etc., convened under  
orders of the War Department, dated October 10, 1874

*Sam. M. Kee*  
Captain of Ordnance, Recorder.

Fig. 2.

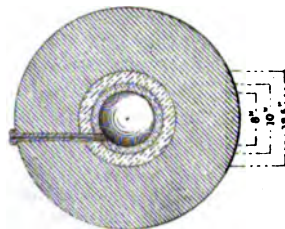


Fig. 5.



Fig. 3.



Rifling.

*This is uniform, one turn in 40 feet.  
16 Grooves and Lands, each 0.0772" wide.  
Grooves 0.076" deep.  
Weight 16160 lbs.*





at the rear end by a rod attached to a rubber or steel spring. When the recoil of the upper carriage ceases, the strain on the "friction-rail" is at end; but the elasticity of the "rail" reacts, and if it was rigidly attached at either end a tendency to *buckle* would evidently exist and destroy it as a recoil-check. This was a serious imperfection in the smooth multirail compressor. This defect does not exist in the present arrangement. The front end of the "rail" is free to move to the front, both because it is not rigidly fastened to the front hurter-transom of the chassis, and has a flexible attachment at the other or rear end afforded by the rubber or steel spring.

It is believed that by permanently attaching the box-clamp to the upper carriage and employing a simple automatic device to turn the screw through a given arc, and acting at the time when the upper carriage is into battery, a decided improvement will result; especially will this provide for any neglect of gunners to tighten the clamp before firing, and thus avoid the possibility of the check ever being in a condition not to act when the gun is fired.

For elevating and depressing, two circular-toothed arcs, having their centers at the axis of the trunnion, (one on each side,) are attached to the gun. A wrought-iron axle passing through the cheek-plates has at one end a hand-wheel. By simple multiplied gearing, power is transmitted to the toothed segments. This arrangement admits of 30 degrees of elevation and 14 degrees of depression.\*

The means for loading and running the gun and carriage in and out of battery and traversing remain unchanged from the original system of 10-inch smooth-bore carriages.

The ordinary service pintle and strengthened pintle-transoms (2 inches thick) were used in the experiments.

#### PLATFORM.

The details of the wooden platform used need not here be described.

The carriage complete weighs about 6,000 pounds; the upper carriage weighs 2,500 pounds, and the chassis 3,500 pounds.

#### POWDER.

The experiments at Fort Monroe during the winter of 1872 and spring of 1873, with what is known as hexagonal-grained powder, manufactured by Messrs. E. I. Du Pont & Co., Wilmington, Del., demonstrated the superiority of this powder for heavy ordnance, giving low maximum pressures and satisfactory velocities, with great uniformity in its action. One of the samples tested, designated by the manufacturers as E. V., was selected as the standard for guns of 8 and 9 inch calibers.†

The uniformity in size of grain and their particular polyhedral shape insures great uniformity in the position and size of the numerous interstices in the make-up of the charges, and thus insures, with a uniformity of density in grain, a high degree of uniformity in pressures and velocities for given charges of powder and weights of projectiles.

The above is confirmed, it is believed, by the results shown in Table No. 1 of this report.

The powder used in the experiments was composed of the United

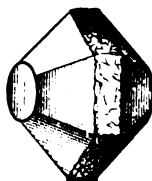
\* This arrangement was only used during the last rounds.

† Fourteen charges with 100 pounds of E. V. hexagonal-grained powder and 450-pound shot in the 15-inch gun, gave a mean maximum pressure of 18,964 pounds and a mean initial velocity of 1,594 feet. Three charges, using 120 pounds E. V. hexagonal-grained powder and 450-pound shot, gave a mean maximum pressure of 22,000 pounds and a mean initial velocity of 1,696 feet.

One 450-pound shot, with 125 pounds charge, gave a maximum pressure and velocity, the former 22,000 pounds and the latter 1,735 feet.

Seven rounds from an 8-inch wrought iron rifle, with 35-pound charge, and an average weight of projectile of 168½ pounds, gave a mean maximum pressure of 29,714 pounds and a mean initial velocity of 1,470 feet.

ard proportions for its different ingredients, and had a specific gravity of 1.7511. Its shape and dimensions of grains are given in the accompanying cut.



The cartridge-bags were made allowing a windage of .85 inches, the material used being woolen serge.

The friction-primers were made at Frankford Arsenal, and proved of excellent quality.

#### PROJECTILES.

The projectiles used in the experiments were elongated, cast-iron cored shot, with soft-metal bases, to take the grooves and insure rotation.

Two kinds were employed, (Butler and Arrick,) see Table No. 1. Their description will be found on the accompanying plate.

It will be seen (Tables Nos. 1 and 2) that 497 Butler, and 16 Arrick were fired during the trials.\* The shapes and general characteristics are shown in the plate.

The weights used will be found in Table No. 1.

The Butler projectile worked smoothly and uniformly, fully taking the grooves,† and giving general satisfaction.

#### EXPERIMENTS AND TESTS.

Trials were first made with charges of powder varying from 20 to 30 pounds, and with projectiles varying from 157 to 173 pounds, to note resulting pressures and velocities and the effects on the gun, and were preliminary to the use of 35-pound charges, the weight selected for the test of the gun for endurance. A record of these firings is given in Table No. 2. Satisfactory results having been attained, (see Table No. 2,) experiments were then commenced for testing the endurance of the gun, using 35-pound charges. Four hundred and ninety-eight rounds were fired with this charge, and six rounds with a charge of 30 pounds, completing a record of five hundred and four rounds.

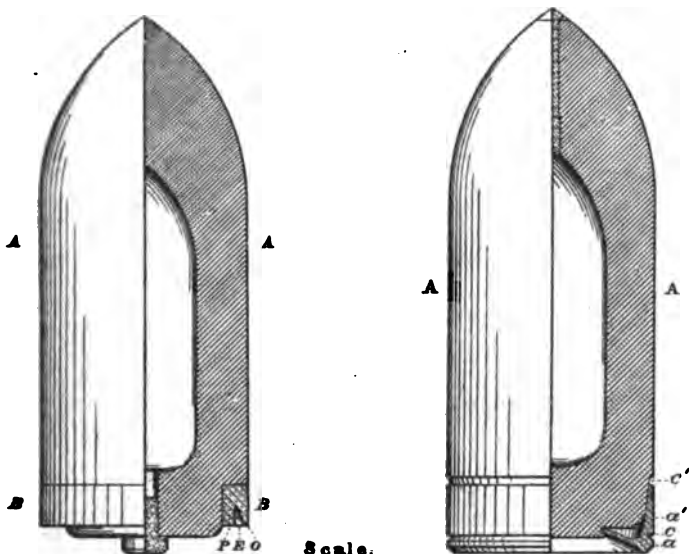
\* Firings were suspended with the Arrick projectiles after the sixteenth round—the lot of fifty presented for experiments and tests, being judged by the board, in view of the results obtained with the sixteen rounds fired, as too imperfect to warrant further trials with them. It has since been reported to the board that the details of this projectile have been modified in some respects, and that the results with it were more satisfactory.

† The majority of these shot were recovered and examined.



## BUTLER — 187 LBS.

## ARRICK — 165 LBS.



## DESCRIPTION OF BUTLER PROJECTILE.

The Butler projectile consists of a cast-iron body, A, having a double-lipped ring of brass, B, attached by a screw-thread to its base. O is the upper lip, P the lower lip, and E the cannellure or annular groove between them. The following is claimed for the invention:

"The projectile being inserted without respect to the rifling, and the gun discharged, the powder gases are quickly and evenly distributed around the annular channel, and the upper lip is uniformly expanded into the grooves of the gun whereby the desired rotation is communicated to the projectile. While, however, the upper lip is expanded into the rifling, the lower lip is pressed upon the body of the projectile with an intensity proportionate to the force of discharge, thus not only causing the ring to hug the projectile tightly, but as a 'gas-check' preventing the entrance of gas between the ring and the iron body of the projectile. Stripping is thus effectually prevented. The rings may be variously attached. The advantage of attaching them by means of the screw-thread is that by unscrewing the old ring after firing and applying a new one, which may be made of the old material, the projectile can be fired several times into the proof-bath before being so far injured by sand scouring as to render it unfit for further use."

The double-lipped ring in the present instance is composed of seventy-five parts of copper and twenty-five parts of zinc. Its general features and dimensions are shown in the plate.

## DESCRIPTION OF ARRICK PROJECTILE.

The Arrick projectile presented to the Board consists of the usual cast-iron body A, the base of which is a frustum of a cone having attached to it a sabot combined of an annular key, a', and a concave and convex disk, a.

The following is claimed for the invention:

"The primary object of my (the) invention is the introduction at the base of a rifle projectile of an 'automatic disk,' to be actuated by the force of the discharge before the inertia of the projectile is overcome, whereby the windage will be closed and the axis of the projectile be made to coincide with the axis of the piece from which it is fired. The arrangement is effected by combining with a concave and convex disk, a cylinder-key so adapted and applied to the base of the projectile, as to insure under the pressure of discharge, the primary effect sought, and at the same time guarantee that, as the projectile is driven out of the piece, it shall have imparted to it, by such disk, the motion of rotation essential to accuracy of flight."

"Under the pressure of the discharge the disk a is flattened against the base of the shot, so that what were its concave and convex surfaces are now plane surfaces, at right angles to the axis of the projectile and the bore of the gun, and its rim has received the impression of its lands and grooves. The metal composing the annular key a' has, at the same time, been pressed or driven forward into the space c', and has been caused to assume the form of and to occupy and fill, at a close metal fit with the lands only, the annular rabbet and the windage surrounding it, the key a' is its new form chiseling, and its disk a being prepared to rotate the projectile; and this condition exists before the inertia of the projectile is overcome, so that as it is started from its bed the only frictional resistance to be overcome is the metal fit of the rim of the disk a with the entire surface of the lands and grooves and the outer surface of the key a' with the surface of the lands only."

"The friction of the key a' on the projectile, assisted by that of the disk pressing upon its base, will prevent any axial motion of the disk, not only guaranteeing the rotation of the projectile, but also with absolute certainty the rotation in its place of the disk through its trajectory."

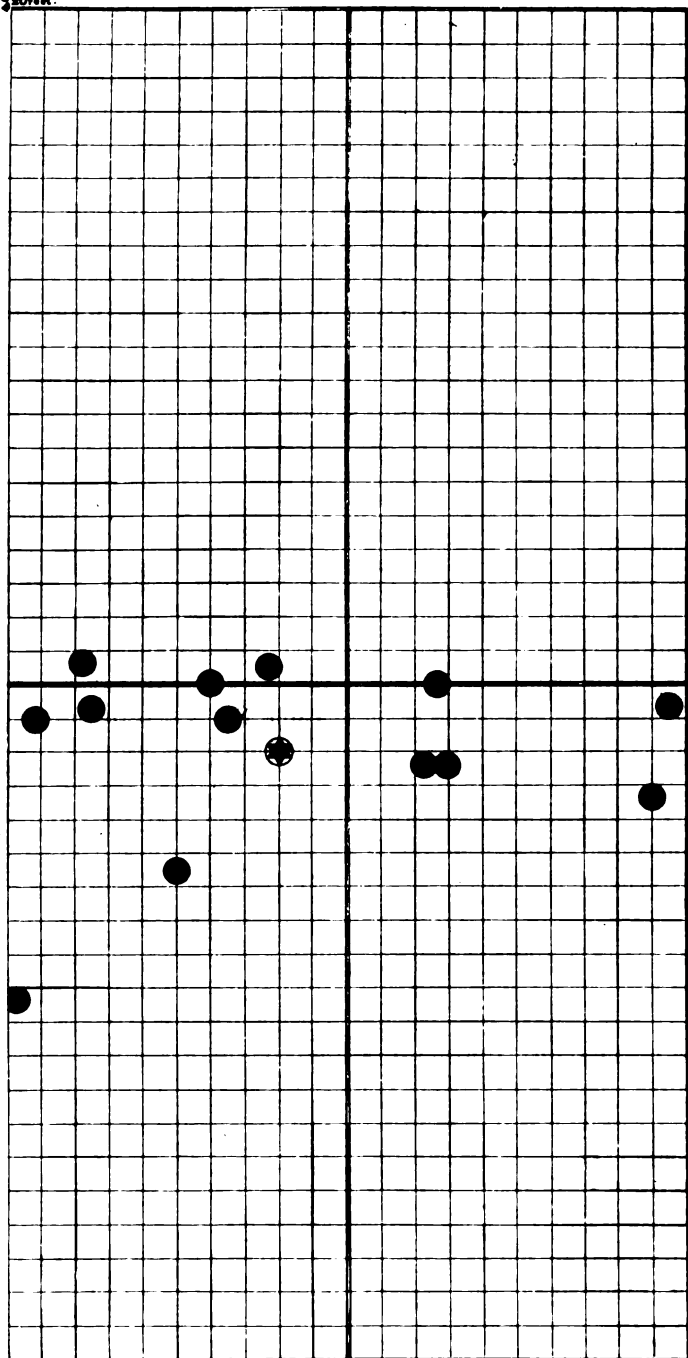
The general features and dimensions are shown in the plate. Board on Experimental Guns, etc., convened under orders of the War Department, dated October 10, 1874

Geo. M. Kee  
Captain of Ordnance, Recorder.





# *Firing on Dec 22<sup>d</sup> 1874.*



No. of hits, direct	13	Mean Horizontal Deviation from Center of Impact		Mean Vertical		Mean Deviation	
No. of hits, ricochet	0	Center of Impact					
No. of misses	0						

**FINAL RECORD**

Board on Exp'ts etc  
 General Order of the  
 War Dept dated Oct 10<sup>th</sup> 1874  
 Capt J. M. McLaughlin  
 Chief of the Board

180 Yd.  
 0.66 "  
 1.91 "

The results of these firings are given in Table No. 1.

It will be seen that five hundred and thirteen rounds in all have been fired from the gun. The velocities were taken with the Le Boulengé chronograph. The Rodman pressure-plug, placed in the cartridge-bag, was used for ascertaining the maximum pressures.

The calculated energy of a mean weight of projectile of 173.7 pounds, with 35 pounds charge, shows a power about equal to the wrought-iron, 8-inch, English service-rifle; and as it was believed that the length of the bore would enable us to economically burn but little, if any, more powder, a charge of 35 pounds was fixed as a maximum in the tests.

The mean maximum pressure with battering-charges, it will be seen, was 31,282 pounds.

The necessary repairs of proof-butt, the delays in the procurement of projectiles, &c., and the limited and imperfect character of our facilities at command, are causes which prevented an earlier completion of these experiments than December 23, 1874.

The gun was, as a rule, washed out, star-gauged, and examined at the end of each day's firing.

#### ACCURACY.

Before concluding the series of 513 rounds it was desired to make some experiments to test the accuracy of the systems of rifling and projectiles. Accordingly a board target, 20 by 40 feet, was erected, exactly one mile (1,760 yards) from the gun; and, commencing with the four hundred and sixty-sixth round, on December 22, 1874, thirteen consecutive shots, using 35-pound charges, were placed in the target, thus concluding the record of that day's firing.

The details of this firing are given in Table No. 7, and the accompanying target-plotting shows the accuracy attained.

Considering the appliances used for laying, training, sighting, and pointing the gun, and other circumstances attending the trial, this record must be considered highly satisfactory.

The remarkably small horizontal deviation affords indisputable evidence of the serviceable condition and good character of the rifling, and of the satisfactory action and accuracy of the projectiles.

#### EFFECTS ON THE GUN.

The attached table of enlargements (see Table No. 4) shows as follows:

After the first five rounds, the star-gauging indicated no sensible enlargement of the bore; showing that the play allowed in the construction, between the tube and cast-iron body, had not yet been obliterated, and that the tube was not yet set out firmly against the cast-iron walls. Seven additional rounds, using battering-charges, firmly set the tube in its position.

The enlargements, by subsequent firings, are given in the table, and it will be seen, after 513 rounds, the maximum increase of bore was 0.0400 inch, and at 22 inches from bottom.

By deducting the play of the tube at that point, we have only an actual maximum enlargement, due to the total 513 rounds, of 0.0295 inch.

These results are especially satisfactory, as an official report of European experiments with converted systems (8-inch rifle) gave, in one case brought to the notice of the board, a maximum enlargement, after only

160 odd rounds, with 150-pound projectile and 30 pounds of powder, of 0.0600 inch.

Impressions of the bore, taken with gutta-percha, show but little erosion from the gases, and this, and a slight general roughness at the seat of the shot, is the extent of the damage done to the surface of the bore in the entire experiments and tests.\*

This absence is only to be explained by the action of the soft-metal base of the projectile, which, before the inertia of the shot is overcome, is pressed against the lands and fills the grooves, thus diminishing the normal windage to a minimum, and preventing the flow of the gases over the body of the projectile.

Erosion is a prominent difficulty to be overcome, using non-expansion systems of projectiles for muzzle-loading rifles, and while their use may reduce the pressure to a slight extent in comparison with the systems tried by us, yet the absence of guttering, and other deteriorations of the bore, insured by the expanding systems, without abnormal or dangerous pressures, is highly satisfactory.

The vent shows a maximum enlargement of 24 inches, and a slightly circular guttering exists at the exterior surface of the bushing at the surface of the bore. Some unimportant weld-marks are discernible on the bore.

In other regards the gun is in wholly sound condition, and is regarded by the board as perfectly serviceable for any desired additional experiments and tests.

#### EFFECTS ON CARRIAGE.

During the course of the trials numerous small repairs, such as replacement of bolts, &c., had to be made on the carriage, but no injuries requiring extensive overhauling occurred, and at the end of the trials its condition was one of general serviceability.

The "recoil check" performed its work well, and remained serviceable to the end of the firing.

The elevating-apparatus worked satisfactorily in its limited use, and may, it is believed, be relied upon for elevating and depressing, and to correct the effects of muzzle preponderance.

The mean recoils of the upper carriage will be found noted in Table No. 1.

The gun was served with the ordinary means and appliances provided for our 10-inch smooth-bores. It was mounted on a wooden platform, covered by a wooden casemate, for convenience in conducting the firings.

#### VELOCITIES AND PRESSURES.

An analysis of the record shows as follows :

A mean initial velocity of 1,374 feet, using battering-charges of 35 pounds powder, and a shot of 186 pounds, the mean maximum pressure being 33,583 pounds per square inch, and for a shot of 171 pounds a velocity of 1,419 feet, and a corresponding mean maximum pressure of 30,126 pounds. Seventy-eight shots of about the weight of the former, and 405 shots of about the weight of the latter, were fired.

The mean weight of all projectiles using 35-pound charges is 173.7 pounds, and the mean velocities and pressures obtained are respectively 1,411 feet and 31,300 pounds.

\* English official reports state that 180 rounds is the greatest number fired from any one gun, (80-pound converted,) without any injury.

The record of firing, from which table No. 1 was compiled, shows, taking into consideration variations in the manufacture of different lots of powder, a great uniformity in pressures for different weights of projectiles, and a perfectly satisfactory accord between pressures and corresponding initial velocities, giving convincing proof of uniformity in both the action of the powder and projectiles.

#### STRENGTH OF THE SYSTEM.

The work performed by this system of gun-construction in these experiments and tests, it will be seen from the accompanying records, about equals that attained by the 8-inch wrought-iron rifle of the English service. The intention is to secure from our 10-inch smooth-bore system, by conversion, a rifle of at least the power attained in these experiments, and of sufficient strength to guarantee an adequate endurance for the number of rounds which may be deemed necessary the system should stand.

The principal dimensions of the 10-inch smooth-bore gun are, a total length of 136.66 inches, a length of bore of 120 inches, a maximum diameter of 32 inches, a thickness at the breech of 16 inches, and a diameter at the muzzle of 16.2 inches.

As converted on the present plan to an 8-inch rifle, (16,160 pounds weight,) we have a thickness at the breech of 19 inches, a thickness of walls at the maximum diameter of 12 inches, and at the muzzle of 4.1 inches, and a length of bore of 117.25 inches. It closely approximates in these dimensions to the Woolwich 8-inch gun of 9 tons. This latter system is evidently one of great strength *per se*; but, in the opinion of the board, in this regard it is more than equal to the work required of it—using improved powders giving reduced pressures.

The fact that R. L. G. English powders give maximum pressures of 29.8 tons per square inch—whereas pebble or hexagonal powders reach only a maximum pressure of about 15 tons per square inch, (all these kinds were used in 8-inch rifles, employing the same weight of charge and projectile,) shows the important changes which have been made in powders as to pressures—velocities being maintained—and points to the conclusion that gun constructions lighter in weight, and not so strong in material as the English system, can be successfully used to obtain the same power and still have an adequate endurance. The fact that a gun is strong enough to withstand R. L. G. powder, or its equivalent, is not so important in our land service with heavy ordnance, as there exists no adequate reasons to fear the contingency of the absence under any circumstances for service with our guns of supplies of large grain or hexagonal powders, or powders possessing their characteristics.

The special construction tested, the subject of this report, in the use of battering-charges, had to endure maximum strains (repeated) of say 31,300 pounds per square inch at the surface of the bore. This would give a strain of say 11,000 pounds per square inch in a homogeneous structure on that circumference which is now the interior surface of the cast-iron body.

Even making a considerable allowance for the more compressible nature of wrought iron over cast iron, it is fair to presume that the cast-iron body, at the surface of its bore, had not to endure, in the five hundred and odd rounds fired, at any fire over one-half of its tensile strength, (30,000 pounds,) and hence the inference is warranted that cast iron is entirely adequate to perform the work which would be required of it in

resisting tangential strains in 8-inch converted guns, constructed as the one tested, using a thickness of tube of 2.75 inches.

Another inference to be drawn from these experiments and the above views is, that it is probable, with our superior production of cast iron in this country, using the principles of hollow castings and interior coolings, and a strong and judicious mode of lining the gun, either steel or wrought iron, that new constructions, applicable to rifles of 10 and 12 inch and even higher calibers, and having the necessary strength and endurance and uniformity of endurance required for all the wants and vicissitudes of our sea-coast service, can be economically secured; also, if deemed desirable, that our 15-inch guns can probably be converted into durable rifles, having a large increase over their present powers.

In this connection it may be noted that it is thought beyond question that built-up gun-constructions, (rifles,) using either steel or wrought-iron tubes for the interior and cast iron for the body, are superior in strength (and no liability to *explosive bursting*) to homogeneous structures composed entirely of cast iron, and hence, that the converted systems proposed will have greater endurance than similarly-modeled 8-inch cast-iron rifles. It is also believed that built-up gun-constructions, with proper kinds and qualities of metals for the interior tubes and the exterior bodies, have a broader margin of safety from the separation into parts, in the cases of excessive or long-continued strains, than homogeneous structures made in one solid mass and finished from such masses. It is inferred from the above considerations and the satisfactory results attained in our trials, that a durable rifle of at least 8-inch caliber, to use full battering-charges, can be secured by conversion on the plan tested. While expressing confidence in this plan from the results attained, yet the board deems it important to call attention to the fact that more endurance may be obtained by other systems of conversion, equally as economical, now in course of preparation for test and experiment.

#### EFFECTS AGAINST ARMOR-PLATES.

The table of comparisons between the 8-inch converted and the English 8-inch 9-ton gun, shows that we can calculate on a power from the former equal to that of the latter. (See Table No. 5.)

The calculations are not carried beyond 1,800 yards, as, at our more important harbor-defenses, a greater range than this would not generally be required for their casemated guns, which would probably be used in case of attack as powerful auxiliaries to the larger calibers of 10 and 12 inch rifles.

The calculated power against armor-plates (unbacked) is at the muzzle, a penetration of 8.66 inches; at 600 yards, 7.87 inches; at 1,000 yards, 7.42 inches; and at 1,800 yards, 6.75 inches.

It is believed that in some of our harbors where the draught of water is comparatively light, guns of this power would have sufficient energy to afford by themselves an efficient armament.

It may be here stated that the nationalities of Europe embrace in their calibers for heavy ordnance as low as 7 inches.

Table No. 6 shows that an increase in power from two to three fold over the original smooth-bore 10-inch gun, at ranges varying from 1,000 to 3,000 yards, is gained by the conversion.

#### RECOMMENDATIONS OF THE BOARD.

The present armament for our sea-coast includes for our casemate defences 1,294 10 inch Rodman smooth-bore guns, distributed in our har-



bors as follows: at Portland, Me.; Boston and New Bedford, Mass.; Newport, R. I.; New York, N. Y.; Fort Delaware, Del.; Hampton Roads, Va.; Charleston and Savannah Harbors; the forts of the Gulf; and the harbor of San Francisco, Cal.

These guns are worthless for the purposes of defense against armored vessels of modern construction; and the casemates provided for their emplacements (which have cost millions of money) are now useless, and demand for their utilization either a re-armament of new guns, or that the old ones shall be converted into rifles of efficient power to render the casemate-batteries powerful and efficient auxiliaries to our heavier calibers *en barbette*; all to provide effective harbor-defenses.

Proof that effective and durable guns can be provided by conversion having been given by our recent experiments and conversion affording an undoubted economy, it is recommended that the Department ask for liberal appropriations to be made to initiate the work of providing converted rifles for already existing permanent casemated works now useless, as above stated, for the want of efficient armaments, yet for which appropriations are annually being made.

The strong assurances offered by our experiments, that additional experimental guns of the heaviest caliber now fabricated by civilized nations, constructed on the principle of combining cast-iron with wrought-iron or steel lining tubes, and after judicious and well authenticated and matured plans, approved by the Department, will, when tested, give successful results, and prove that an effective, durable, and economical rifle-armament can be secured, leads the board to submit the additional recommendation that Congress be asked to appropriate an adequate sum for further experiments and tests, and especially for the manufacture, trial, and test of one 10 and one 12 inch experimental rifle, to be constructed in accordance with the general plan above suggested.

S. CRISPIN,

*Bvt. Col. U. S. A., Maj. of Ordnance, President of Board.*

T. J. TREADWELL,

*Major of Ordnance.*

T. G. BAYLOR,

*Major of Ordnance.*

GEO. W. MCKEE,

*Captain of Ordnance, Recorder of Board.*

Respectfully submitted to the Secretary of War.

S. V. BENÉT,

*Brig. General, Chief of Ordnance.*

TABLE No. 1.—Record of firings for endurance with an 8-inch experimental rifle, from October 24 to December 23, (inclusive), 1874, at Sandy Hook, New York Harbor

Description of gun.	Dates.	Number of shots.	CHARGE.		PROJECTILE.			Velocities at the muzzle.			ENERGY OF PRO-JECTILE.			Recoil of upper carriage.	Remarks.	
			Car-tridge	Kind of powder.	Diamet. of.	Weight.	Kind.	Length.	Diameter.	Mean observed velocities of the projectile at 110 feet from the muzzle of the gun, as recorded by Le Boulenger's chronograph.	Total at the muzzle.		Per lb. of the shot.			
											P lbs	P ft lbs	P lbs			P ft lbs
Gus No. 1.—A rifle, converted from a 10-inch Rodman cast-iron smooth-bore, by boring with a jacketed wrought-iron coiled tube inserted at the muzzle; caliber, 8 inches; total length of gun, 130.06 inches; length of bore, 117.55 inches; length of rifling, 107.25 inches; diameter of grooves, 3.15 inches; number of grooves and lands, 15 each; twist uniform; one turn in 40 feet. Weight of gun, 16,160 pounds.	1874.															
	From October 24 to 25, inclusive.	9														
		9														
	From October 29 to 30, inclusive.	3														
	On October 29 and November 6.	4														
	On November 16.	14														
	On November 17.	37														
	On November 18.	19														
	From November 21 to November 27.	26														
	On November 27 and November 28.	33														
	From December 1 to December 3, inclusive.	24														
	On December 9 and December 10.	26														
	From December 12 to December 14, inclusive.	26														
	From December 15 to December 17, inclusive.	21														
Dupont's Hexagonal B. V. (1874) density, 7.511.																
Diameter of bore, as taken with Rodman's internal pressure gauge.																
Recall of upper carriage.																
Distance of the first wire target from muzzle of the gun, 60 feet; distance between first and second targets, 100 feet. Mean weight of projectiles, using battering-charges, (35 pounds), 173.70 pounds; mean velocity at muzzle, using battering-charges (35 pounds), 1,411 feet; mean maximum pressure, using battering-charges, (35 pounds), 31,252 pounds; mean energy at muzzle, using battering-charges, (35 pounds), 5,369.947 foot-lbs. The maximum velocity at the muzzle, obtained with 35 pounds of powder and 165-pound projectile, 1,422 feet; maximum velocity at muzzle, with 35 pounds of powder and 170-pound projectile, 1,440 feet; maximum velocity at muzzle, with 35 pounds of powder and 174-pound projectile, 1,420 feet; and with 35 pounds powder and 187-pound projectile, 1,380 feet. Mean recoil of upper carriage, 3.73 feet. Batt, 200 feet from muzzle of the gun.																
N. B.—Four hundred and seventy-nine (479) shots were fired into the butt, distant 200 feet from the muzzle of the gun; 13 into a target, 20 by 40 feet, at the distance of one mile from the gun; and 12 others, for tests of flight over water. &c.																
a. These charges are exceptional, and were																

[illegible]

\* For further description see accompanying plate and report.

Board on experimental guns, &c., convened under orders of the War Department dated October 10, 1874.

**GEO. W. MCKEE,**  
*Captain of Ordnance, Recorder.*

TABLE No. 2.—Records of firings with an eight-inch experimental rifle, on October 23 and October 24, 1874, at Sandy Hook, N. J.

Description of gun.	Dates.	Number of shots.	CHARGE.			PROJECTILE.					Remarks.		
			Kind of powder.	Weight.	Height.	Cartridge.		Kind.	Weight.	Length.		Diameter.	
						Diameter.	Feet.						
GUN No. 1.—Weight, 16,160 pounds; a rifle, converted from a 10-inch Rodman cast-iron smooth-bore, by lining with a jacketed wrought-iron coiled tube, inserted from the front or muzzle; caliber, 8 inches; total length of gun, 136.66 inches; length of bore, 117.25 inches; length of rifling, 107.25 inches; diameter of bore, including grooves, 8.15 inches; number of grooves and lands, 15 each; twist uniform, one turn in 40 feet.	1874.												
	October 23	1	Union's hexagonal E. V. (1874.) Density, 1.7511.	Iba.	20	15.5	7.15	Butler.	157	18	7.95	Omitted.	Distance from muzzle of the gun to the first wire target, 60 feet; distance between wire targets, 100 feet; distance from muzzle of the gun to butt, 200 feet. All these shots were fired into the butt, and were preliminary to the 304 rounds fired afterward, to test the endurance of the gun.
	October 23	2		Iba.	20	12.5	7.15	do	160	18	7.95	1,015	
	October 23	3		Iba.	25	15.6	7.15	do	173	18	7.95	1,273	
	October 23	4		Iba.	25	15.6	7.15	do	173	18	7.95	1,295	
	October 23	5		Iba.	25	15.6	7.15	do	173	18	7.95	1,237	
	October 24	6		Iba.	30	19.7	7.15	do	160	18	7.95	1,381	
	October 24	7		Iba.	30	19.7	7.15	do	160	18	7.95	1,375	
	October 24	8		Iba.	30	19.7	7.15	do	173	18	7.95	1,330	
October 24	9	Iba.		30	19.7	7.15	do	173	18	7.95	1,349		

Board on experimental guns, &amp;c., convened under orders of the War Department dated October 10, 1874.

GEO. W. MCKEE,  
Captain of Ordnance, Recorder.

TABLE No. 3.—*Relative diameters of bore of cast-iron body of 10-inch gun and wrought-iron tube for insertion therein at different points of their cylindrical length.*

Inches from face of muzzle.	Interior diameters of bore.	Exterior diameters of tube.	Inches from face of muzzle.	Interior diameters of bore.	Exterior diameters of tube.	Inches from face of muzzle.	Interior diameters of bore.	Exterior diameters of tube.
112.....	13.4965	13.4860	91.....	13.4965	13.4860	48.....	13.4955	13.4860
117.....	13.4965	13.4860	90.....	13.4965	13.4860	46.....	13.4955	13.4860
116.....	13.4965	13.4860	89.....	13.4965	13.4860	44.....	13.4955	13.4860
115.....	13.4965	13.4860	88.....	13.4965	13.4860	42.....	13.4955	13.4860
114.....	13.4965	13.4860	87.....	13.4965	13.4860	40.....	13.4955	13.4860
113.....	13.4965	13.4860	86.....	13.4965	13.4860	38.....	13.4955	13.4860
112.....	13.4965	13.4860	85.....	13.4965	13.4860	36.....	13.4955	13.4860
111.....	13.4965	13.4860	84.....	13.4965	13.4860	34.....	13.4955	13.4860
110.....	13.4965	13.4860	83.....	13.4965	13.4860	32.....	13.4955	13.4860
109.....	13.4965	13.4860	82.....	13.4965	13.4860	30.....	13.4955	13.4860
108.....	13.4965	13.4860	81.....	13.4965	13.4860	28.....	13.4955	13.4860
107.....	13.4965	13.4860	80.....	13.4965	13.4860	26.....	13.4955	13.4860
106.....	13.4965	13.4860	78.....	13.4965	13.4860	24.....	13.4955	13.4860
105.....	13.4965	13.4860	76.....	13.4965	13.4860	22.....	13.4955	13.4860
104.....	13.4965	13.4860	74.....	13.4965	13.4860	20.....	13.4955	13.4860
103.....	13.4965	13.4860	72.....	13.4960	13.4860	18.....	13.4955	13.4860
102.....	13.4965	13.4860	70.....	13.4955	13.4860	16.....	13.4955	13.4860
101.....	13.4965	13.4860	68.....	13.4955	13.4860	14.....	13.4955	13.4860
100.....	13.4965	13.4860	66.....	13.4955	13.4860	12.....	13.4955	13.4860
99.....	13.4965	13.4860	64.....	13.4955	13.4860	10.....	13.4955	13.4860
98.....	13.4965	13.4860	62.....	13.4955	13.4860	8.....	13.4955	13.4860
97.....	13.4965	13.4860	60.....	13.4955	13.4860	6.....	13.4955	13.4860
96.....	13.4965	13.4860	58.....	13.4935	13.4860	4.....	13.4955	13.4860
95.....	13.4965	13.4860	56.....	13.4955	13.4860	2.....	13.4955	13.4860
94.....	13.4965	13.4860	54.....	13.4955	13.4860	1.....	13.4955	13.4860
93.....	13.4965	13.4860	52.....	13.4855	13.4860			
92.....	13.4965	13.4860	50.....	13.4955	13.4860			

JOHN G. BUTLER,  
Captain of Ordnance.

Board on experimental guns, &c., convened under orders of the War Department dated November 10, 1874.

GEO. W. MCKEE,  
Captain of Ordnance, Recorder.

TABLE No. 4.—Table of enlargements of 8-inch converted rifle No. 1.

Inches from bottom of bore.	Original play of tube.	Original diameter of bore.	Enlargement after 5 charges of 30 to 35 pounds.	A. after 12 rounds, (7 battering-charges.)	Enlargements from column A, (after setting up of tube.)					Total enlargement after 513 rounds, including the "set up" of tube.
					After a total of 100 rounds.	After a total of 303 rounds.	After a total of 510 rounds.	After a total of 411 rounds.	After a total of 513 rounds.	
11.....	0.0105	7.935	No enlargement of bore, tube not set out.	0.022	0.005	0.005	0.005	0.005	0.005	0.027
13.....	0.0105	7.985		0.020	0.005	0.005	0.005	0.005	0.005	0.025
16.....	0.0105	7.985		0.019	0.004	0.004	0.004	0.004	0.004	0.024
19.....	0.0105	7.985		0.019	0.006	0.006	0.006	0.007	0.008	0.027
22.....	0.0105	7.985		0.022	0.006	0.006	0.007	0.011	0.018	0.040
25.....	0.0105	7.985		0.020	0.007	0.008	0.009	0.012	0.016	0.036
28.....	0.0105	7.985		0.017	0.008	0.009	0.010	0.013	0.015	0.032
31.....	0.0105	7.985		0.003	0.009	0.010	0.011	0.013	0.015	0.028
34.....	0.0100	7.985		0.009	0.006	0.007	0.008	0.010	0.011	0.020
37.....	0.0100	7.985		0.007	0.004	0.004	0.005	0.007	0.008	0.015
40.....	0.0100	7.985		0.003	0.003	0.003	0.005	0.006	0.007	0.010
45.....	0.0100	7.985		0.002	0.002	0.002	0.003	0.004	0.005	0.007
50.....	0.0095	7.985		0.002	0.002	0.002	0.002	0.003	0.004	0.006
55.....	0.0095	7.985		0.001	0.001	0.001	0.001	0.002	0.003	0.004
60.....	0.0095	7.985		0.001	0.001	0.001	0.001	0.001	0.002	0.003
65.....	0.0095	7.985		0.001	0.000	0.000	0.000	0.001	0.002	0.003
70.....	0.0095	7.985		0.000	0.000	0.000	0.000	0.000	0.002	0.002
80.....	0.0095	7.985		0.000	0.000	0.000	0.000	0.000	0.001	0.001
90.....	0.0095	7.985		0.000	0.000	0.000	0.000	0.000	0.001	0.001
100.....	0.0095	7.985		0.000	0.000	0.000	0.000	0.000	0.001	0.001
118.....	0.0095	7.985		0.000	0.000	0.000	0.000	0.000	0.001	0.001

Board on experimental guns, &c., convened under orders of the War Department dated October 10 1874.

GEORGE W. MCKEE,  
Captain of Ordnance, Recorder.

TABLE No. 5.—Table comparing the relative energies of the 8-inch United States rifled muzzle-loader, converted, and the 8-inch English rifled muzzle-loader of 9 tons, to distances up to 1,800 yards.

*8-inch rifled muzzle-loader of 9 tons; charge, 35 pounds; projectile, 120 pounds.				8-inch United States rifled muzzle-loader, converted, 16,200 pounds; charge, 35 pounds; projectile, 126.5 pounds.			Remarks.
Range.	V.	Total energy.	Energy per inch of shot's circumference.	V.	Total energy.	Energy per inch of shot's circumference.	
Yards.	Feet.	Foot-tons.	Foot-tons.	Feet.	Foot-tons.	Foot-tons.	
0.....	1,413	2,492	100.2	1,374	2,441	97.7	
200.....	1,369	2,339	94.0	1,333	2,297	91.9	
400.....	1,327	2,198	87.3	1,295	2,123	85.0	
600.....	1,286	2,064	83.0	1,259	1,980	79.2	
800.....	1,248	1,944	78.1	1,224	1,957	78.3	
1,000.....	1,213	1,837	73.8	1,192	1,837	73.5	
1,200.....	1,180	1,738	69.9	1,161	1,742	69.7	
1,400.....	1,150	1,651	66.3	1,132	1,657	66.3	
1,600.....	1,122	1,571	63.2	1,104	1,576	63.1	
1,800.....	1,097	1,502	60.4	1,077	1,499	60.0	

\* Compiled from English tables.

Board on experimental guns, &c., convened under orders of the War Department dated October 10, 1874.

GEO. W. MCKEE,  
Captain of Ordnance, Recorder.

TABLE NO. 6.—*Relative effectiveness of a 10-inch smooth bore, and the same gun converted into an 8-inch rifle.*

Gun.		Weight of shot.	Velocity at muzzle.	Energy at muzzle.	Penetration in backed armor plates.	Foot-tons per inch of shot circumference.				Relative accuracy.	Relative capacity of shell for bursting charge.
Kind.	Caliber.					At muzzle.	At 1,000 yards.	At 2,000 yards.	At 3,000 yards.		
Smooth bore.....	10"	Pounds. 197	Feet. 1600	Feet tons. 2255	Inches. 7.30	73	36	20	14	1	1
Rifle.....	8"	187	1375	2444	8.45	98	74	60	49	2	2

Board on experimental guns, &c., convened under orders of the War Department dated October 10, 1874.

GEO. W. MCKEE,  
Captain of Ordnance, Recorder.

TABLE NO. 7.—*Record of target firing with 8-inch converted rifle No. 1, at Sandy Hook, N. J. December 22, 1874.*

[Distance of the target from the muzzle, one mile.]

Number of fire.	Powder.		Projectile.		Elevation.	Deviation from center of target.				Deviation from center of impact.			
	Kind.	Weight.	Kind.	Weight.		Yards.				Yards.			
						Right.	Left.	Above.	Below.	Right.	Left.	Above.	Below.
466.....	Dupont's hexagonal.	35	Butler.	171	0°	.....	0.25	2.50	.....	0.39	.....	1.88	.....
467.....		35		170	2 55	.....	0.33	1.16	.....	0.30	.....	0.55	.....
468.....		35		171	2 55	0.00	0.00	.....	0.92	0.63	.....	.....	1.50
469.....		35		170	2 55	0.25	.....	2.61	.....	0.88	.....	2.03	.....
470.....		35		170	2 55	.....	0.83	.....	0.94	.....	0.14	.....	1.53
471.....		35		170	2 55	.....	3.05	3.28	.....	.....	2.42	2.70	.....
472.....		35		170	2 55	.....	.....	.....	3.00	.....	0.47	.....	.....
473.....		35		170	2 55	0.11	.....	0.83	.....	0.35	.....	0.20	.....
474.....		35		170	2 55	.....	0.22	.....	3.16	0.42	.....	.....	3.75
475.....		35		170	2 55	0.00	0.00	1.33	.....	0.63	.....	0.75	.....
476.....		35		170	2 55	.....	.....	.....	.....	.....	.....	.....	.....
477.....		35		170	2 55	.....	0.33	3.08	.....	0.30	.....	2.50	.....
478.....		35		170	2 55	.....	0.83	.....	0.86	.....	0.14	.....	1.44
59.....		35		170	2 55	.....	1.83	1.66	.....	.....	1.20	1.08	.....

\* Fired into sand-butt.

## REMARKS.

Kind of cannon, number, and when made—8-inch converted rifle from 10-inch Rodman No. 2,240.

Diameter of bore, 8-inch.

Weight of piece in pounds, 16,160.

Character of rifling, uniform, 15 grooves, one turn in 40 feet.

Kind of carriage, wrought iron, front pintle.

Height of axis of bore above plane on which projectile strikes, 7 feet.

Sound of projectile in flight, clear and smooth.

Weather—

Thermometer, —.

Barometer, low.

Atmosphere, damp.

Kind of pressure-plug, Rodman's internal.

Kind of Ballistic machine, Le Boulengé chronograph.

Strength and direction of wind, fresh, front, and left.





ALLUVIAL BASIN OF THE MISSISSIPPI RIVER.

---

M E S S A G E

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

*A report of the Commission of Engineers appointed to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation.*

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JANUARY 25, 1875.—Referred to the Select Committee on Mississippi Levees and ordered to be printed.

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*To the Senate and House of Representatives :*

I have the honor to transmit herewith the report of the Commission of Engineers appointed, in compliance with the act of Congress approved June 22, 1874, to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation.

U. S. GRANT.

EXECUTIVE MANSION, *January 25, 1875.*

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WAR DEPARTMENT,  
*Washington City, January 23, 1875.*

SIR: I have the honor to transmit copy of the report of the board of commissioners appointed, under the act approved June 22, 1874, "to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation."

I inclose a copy of the order appointing the board, (General Orders No. 73, of 1874.)

Very respectfully, your obedient servant,

WM. W. BELKNAP,  
*Secretary of War.*

The PRESIDENT OF THE UNITED STATES.

General Orders No. 73.

WAR DEPARTMENT.  
 ADJUTANT-GENERAL'S OFFICE.  
 Washington, July 2, 1874.

By direction of the President, Major G. K. Warren, Major H. L. Abbott, and Captain W. H. H. Benyaud, Corps of Engineers United States Army, are hereby assigned, and Jackson E. Sickles and Paul O. Hébert appointed, to serve as a board of commissioners under the act approved June —, 1874, "to provide for the appointment of a commission of engineers to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation."

Major Warren is designated as president of the board.

Captain Benyaud is designated as disbursing officer for the appropriation provided by section 3 of the act.

The board will assemble at Newport, Rhode Island, on the 20th instant, or as soon thereafter as practicable, for the purpose of organizing and entering upon the performance of their duties.

The following is the act of Congress above referred to :

AN ACT to provide for the appointment of a commission of engineers to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be, and he is hereby, authorized and directed to assign three officers of the Corps of Engineers United States Army, and to appoint two civil engineers eminent in their profession, and who are acquainted with the alluvial basin of the Mississippi River, to serve as a board of commissioners; the president of said board to be designated by the President of the United States. It shall be the duty of said commission to make a full report to the President of the best system for the permanent reclamation and redemption of said alluvial basin from inundation, which report the President shall transmit to Congress at its next session, with such recommendations as he shall think proper.*

SEC. 2. That the members of the commission who may be appointed from civil life shall receive compensation at the rate of five thousand dollars per annum. The commission may employ a secretary, at a rate of compensation not exceeding two hundred dollars per month for the time he is employed; and the necessary traveling expenses of the members of the commission not officers of the Army, and of the secretary, shall be paid, upon the approval of bills for the same, by the Secretary of War.

SEC. 3. That the sum of twenty-five thousand dollars, or so much thereof as may be necessary to carry into effect the foregoing provisions, is hereby appropriated, and shall be subject to disbursement by the Secretary of War in accordance with the provisions of this act.

Approved June 22, 1874.

By order of the Secretary of War.

THOMAS M. VINCENT,  
*Assistant Adjutant-General.*

Official :

*Assistant Adjutant-General.*

OFFICE OF THE CHIEF OF ENGINEERS,  
 Washington, D. C., January 22, 1875.

SIR : I transmit herewith the report to His Excellency the President of the United States of the board of commissioners appointed to examine into the question of protecting the alluvial lands of the Mississippi River against inundation.

I beg leave to say that the views, plan, and recommendations of this board meet with my full concurrence. The surveys proposed by the board are equally necessary, whatever system of administration may be adopted for executing the plan of protection proposed.

Compared to the magnitude of the work, the estimated cost of these surveys is small. They are essential to determine the exact location,

dimensions, and cost of the levees, and may proceed simultaneously with the execution of the plan of protection. They should be begun at once, and the sum of \$160,000 is their estimated cost for the first year, the appropriation of which is recommended. Their total cost, extending over a period of three years, is estimated to be \$300,000.

A wide distribution of this report is very desirable, both in the alluvial region and to the engineering profession; and as its cost will be comparatively small, (the report making about 125 printed octavo pages,) the printing of 10,000 copies is respectfully recommended.

I have the honor to be, very respectfully, your obedient servant,

A. A. HUMPHREYS,

*Brigadier General and Chief of Engineers.*

Hon. WILLIAM W. BELKNAP,  
*Secretary of War.*

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WASHINGTON, D. C., January 18, 1875.

GENERAL: As the president of the commission, I have the honor to transmit through you the report made in accordance with "An act to provide for the appointment of a commission of engineers to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation," approved June, 1874.

This act authorized the President of the United States "to assign three officers of the Corps of Engineers, United States Army, and to appoint two civil engineers, eminent in their profession, and who are acquainted with the alluvial basin, to serve as a board of commissioners." The assignments and appointments were made by General Orders No. 73, War Department, Adjutant General's Office, Washington, July 2, 1874. The act itself is printed in this order.

The officers of the Engineer Corps United States Army thus empowered were the undersigned, Maj. Henry L. Abbot and Capt. W. H. H. Benyaurd; the civil engineers were Mr. Jackson E. Sickles and Mr. Paul O. Hébert. The act authorized the appointment of a secretary to the commission, and Mr. Charles M. Fauntleroy was appointed.

The wording of the act of Congress makes it "the duty of said commission to make a full report to the President," and we have therefore addressed the report to him, but it is transmitted through your Office, which has been the channel of all the official communications of the commission.

The foundation of the report of the commission rests upon your invaluable surveys and investigations, which, begun in 1850 and continued till 1861, are published in the great work "The Physics and Hydraulics of the Mississippi River, and upon the protection of the alluvial region against overflow," &c., and upon the further contributions to these subjects contained in your published official reports in 1866 and 1869. The commission has obtained the additional data upon subsequent floods, and the results of the more recent experience in building and rebuilding levees, as far as they are attainable, so that their report is in a great measure exhaustive of the subject, and the conclusions reached may be considered entitled to confidence.

The only want of information that now exists, is in regard to the exact configuration of the land and water, which is as yet too indefinite to enable exact and proper location of levees to be made. The commission estimates that the necessary hydrographical and topographical

surveys will occupy three years, and cost about \$300,000. These surveys should be begun at once, and \$160,000 is desired for the first year. The results of the surveys can be almost immediately made applicable to level, location, and construction.

The report is divided into a general report, and four special reports, forming chapters to the general report, the whole accompanied by seven appendices and five diagrams.

The plan recommended for a permanent system of reclamation of the alluvial lands subject to inundation will be found at the end of the general report. Special attention is called to its position in the general report, as it cannot be given in more condensed form than as it there appears. A table of contents enables any part of the report to be readily referred to.

The commission regard it as important that a large edition of the whole report should be published for general distribution among the residents of the alluvial regions, in order that a general comprehension of the whole subject be made to reach every locality.

It is very necessary that the five diagrams should accompany the printed report. To facilitate doing this, the diagram relative to the heights of recent floods has been already engraved, and can be furnished, as rapidly as needed, at the mere cost of printing and paper. The other four diagrams are the monthly rain-charts of the United States Signal Corps, for the months of February, March, April, and May, 1874. These can probably be obtained also, as fast as needed, at the cost of printing and paper.

There have been considerable valuable data, contained in records, maps, and diagrams, obtained by the commission, which are not attached to their report. These will be sent to engineer headquarters, with a special communication respectfully requesting that they be placed on file for preservation and future consultation.

The commission is indebted for valuable assistance, such as records of observations, from officers of the Engineer Corps, United States Army, in charge of western river improvements; from General Albert J. Myer, Chief Signal-Officer United States Army; and from numerous gentlemen in various State or local offices, or in private life. A more extended notice of all these contributions will be found in the different special reports to which they relate.

Very respectfully, your obedient servant,

G. K. WARREN,

*Major Engineers and Brevet Major-General, U. S. A.,*

*President of Commission.*

Brig. Gen. A. A. HUMPHREYS,

*Chief of Engineers United States Army.*

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# **REPORT AND PLAN**

**FOR THE**

**RECLAMATION OF THE ALLUVIAL BASIN OF THE MISSISSIPPI  
RIVER SUBJECT TO INUNDATION,**

**BY**

**THE BOARD OF COMMISSIONERS APPOINTED UNDER ACT OF CONGRESS  
APPROVED JUNE, 22, 1874.**

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# REPORT AND PLAN FOR THE RECLAMATION OF THE ALLUVIAL BASIN OF THE MISSISSIPPI RIVER SUBJECT TO INUNDATION.

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WASHINGTON, D. C., *January 16, 1875.*

*To His Excellency the President of the United States :*

SIR: The board of commissioners appointed by you, in accordance with the provisions of an act of Congress approved in June, 1874, "to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation," have the honor to submit the following report and plan :

## INTRODUCTORY.

The commission first met on July 20, 1874, at Newport, R. I., and remained in session for four days. . This session was devoted to a general comparison of views, and to dividing up the work of collecting information and discussing results among the several members. The minutes of proceedings appended and marked G give all requisite information respecting the details of these and of the subsequent meetings.

The commission re-assembled on December 7, 1874, at Washington, D. C., for final discussion and for the preparation of the report. The notes of the several members upon the especial investigations intrusted to them were first read ; they constitute the chapters following this report.

After carefully considering the subject in all its bearings, with the aid of all available records and information, the commission have agreed upon the following views and recommendations. A brief notice of such of the plans proposed for protecting the alluvial region against overflow as are worthy of mention, will first be given.

## CUT-OFFS.

Exact observations upon the Po, the Mississippi, and other rivers have established that the effect of a cut-off is to raise the water-level just below its site by an amount equal to half the fall in a straight portion of the river of equal length, and to depress its height just above by an equal amount, plus the head requisite to overcome the resistance due to the curvature of the bend. If it were possible to extend the system from the foot of the alluvial region to its head, the result would be to greatly raise the flood-level in the region below and to depress it in the region above the middle point. Hence, even if no other injury than this of submerging the lower half of the valley would result, the plan would be utterly inadmissible either in an engineering or a political point of view. But this is not all. The local increase of velocity and change of direction of currents resulting from a cut-off, increases the caving in the bends both above and below its site. Indeed it is largely due to the frequent occurrence of these interruptions to the normal conditions of an unvarying river-bed, that the excessive caving in the upper part of the alluvial region is to be attributed. Five of them

have occurred during the past quarter of a century, all with disastrous results to the river. So far from artificially aiding in their recurrence, it is therefore the emphatic opinion of this commission that in every case they should be prevented, or at least retarded, if this can be done at any reasonable cost.

#### DIVERSION OF TRIBUTARIES.

Various wild projects have from time to time been proposed looking to the reduction of the flood-volume of the Mississippi by diverting some of its tributaries. It is sufficient to state that no such works are practicable except at enormous expense; and that the injury to navigation which would be sure to result, would in any event forbid their execution.

#### RESERVOIRS.

This plan consists in arresting, by reservoirs, that part of the sudden drainage from the valleys of the tributaries which, if allowed to escape freely, would combine to cause floods in the lower channels. When the rainy season has passed, the gates of the artificial dams would be opened and the extreme low stages, so injurious to navigation, would thus be prevented. In theory this system is very attractive; but in practice it promises no relief to the lowlands of the Mississippi, simply because there are no available sites for reservoirs sufficiently large to produce the desired effect.

The floods of Red River are so peculiarly disastrous on the Mississippi, below its mouth, that the secretary of the commission was instructed to visit the lake region, near Shreveport, to ascertain whether any artificial increase in their capacity sufficient to materially reduce the flood-level of the Mississippi is practicable. His report, which is appended and marked A, shows that such works must submerge large areas of land now under cultivation, and be too costly for serious consideration. The question of absolute practicability could only be decided by a series of extensive and elaborate surveys, for which neither funds nor time were available, nor in the opinion of this commission are they needed. Here, as elsewhere in the valley, this plan, as an efficient means of restraining the floods of the Mississippi, is, in every sense of the word, chimerical.

#### OUTLETS.

This plan consists in abstracting from the river, and conducting by separate channels to the Gulf, such a volume of the flood-discharge as shall be sufficient to bring down the flood-level to a height easily under control by levees. It merits, and has received, the careful consideration of the commission. This plan has been stoutly opposed by certain writers of ability, upon the ground that reducing the flood-volume will produce deposits in the channel below the outlet, and will thus ultimately raise instead of lowering the height of the floods.

This argument, theoretically, is only tenable upon the assumption that the river-water is always charged with sedimentary matter to its maximum-supporting capacity, an assumption which has been shown, by three years of accurate daily observations at Carrollton and Columbus, to be utterly unfounded. Indeed, it often happened that the amount of sedimentary matter per cubic foot of water was greater in low than in high stages of the river, and never was there any fixed relation between these quantities. In other words, Mississippi River water is un-



dercharged with earthy matter, and therefore no reasonable reduction of its flood-velocity by an outlet will produce a deposit in the bed below.

But it is alleged actual measurement has established that great crevasses do create bars in the river below them, and the several breaks at Bonnet Carré Bend are cited in support of the statement. This is an error of fact; no such evidence really exists. The mistake has been caused by the discovery from soundings made *after the crevasses have ceased to flow*, that the channel below is smaller than that above; and it has been *assumed* that the difference is due to the crevasses. The truth is, there is a natural contraction in the channel at this point, which has remained unchanged for at least a quarter of a century; and it is highly probable that this contraction, combined with the sharp change in direction of the river, and the excessive height and sandy nature of the levees, is the cause of the many breaks at this locality. To put this matter beyond cavil, a resounding of the old lines, as nearly as the want of exact bench-marks would permit, was made for the commission by Mr. G. W. R. Bayley, of Louisiana, in September, 1874. He made a map, and five sections of the river, which were carefully compared with the original plots now on file in the bureau of the Engineer Department of the Army, at Washington. The results are presented in the following table, which, considering the fact that the high waters of different floods are used as the datum, shows a surprising accordance, and puts this vexed question forever at rest. Mr. Bayley found considerable accretions of sand upon the point naturally forming opposite the fundus of the bend in which the break in the levee was situated; as indeed might have been anticipated from the change of direction of the current produced by this immense crevasse; but the channel bar has been a permanent feature for at least twenty-four years, and consequently has not been formed by any escape of water from the river.

*Comparison of soundings near Bonnet Carré crevasse of 1850.*

Grouping of sections.	Authority.	When made.	High-water dimensions.		
			Year.	Width.	Area.
				<i>Feet.</i>	<i>Sq. ft.</i>
Above crevasse, (Bayley section between other two which were 1,000 feet apart.)	H. and A. No. 37 .....	June, 1851	1851	3,500	263,000
	Bayley No. 1 .....	Sept., 1874	1874	3,120	247,710
	H. and A. No. 38 .....	June, 1851	1851	3,500	237,000
	Forshey .....	July, 1850	1849	3,500	216,300
	Ellet .....	Feb., 1851	1849	.....	200,000
Upper end of crevasse of 1850 .....	H. and A. No. 39 .....	June, 1851	1851	3,480	208,100
	H. and A. No. 40 .....	Feb., 1859	1858	3,480	207,822
	Bayley No. 2 .....	Sept., 1874	1874	3,210	223,295
	H. and A. No. 41 .....	June, 1851	1851	3,380	168,000
	Bayley No. 3 .....	Sept., 1874	1874	3,700	172,300
Near middle of crevasse of 1850 .....	Forshey .....	July, 1850	1849	.....	147,500
	Ellet .....	Feb., 1851	1849	.....	154,000
	H. and A. No. 42 .....	Feb., 1859	1858	3,200	154,084
	H. and A. No. 43 .....	June, 1851	1851	3,145	163,500
	Bayley No. 4 .....	Sept., 1874	1874	3,300	151,797
Lower end of crevasse of 1850 .....	Bayley No. 5 .....	Sept., 1874	1874	3,430	162,029

Dismissing, then, as utterly groundless, the fear that an outlet of dimensions likely to be desirable will produce any effect upon the bed of the river below, we will proceed to consider the other features of this method of protection.

Since it is an essential part of the plan that the water taken from the river shall be conducted to the Gulf without injury to the back country,

it is evident that the question whether there is danger that the efflux from the river shall enlarge itself so as to draw off more water than can be safely disposed of, is of primary importance.

Authentic records establish that, during the historic period, the Po, the Rhine, the Vistula, and the Rhone, have all permanently changed their beds from natural or artificial works of this kind. Let us consider whether there is any evidence of a like tendency in the Mississippi—remembering that it is not necessary that there shall be danger of an outlet actually becoming the main channel, but only of its passing beyond the limit of control at the point where it debouches from the river.

The Jump, or Wilder's Bayou, leaves the Mississippi on the right bank at a point about ten miles above the head of the passes. In 1840 it did not exist, the site being occupied by a fisherman's canal, connected with the river by a lock, large enough to admit small vessels. In 1841 or 1842 the river broke into this canal, which was very short and conducted to a net-work of bayous winding among shell-reefs and sand-islands. The break rapidly enlarged and soon carried off an immense volume of water, creating a current in the river during its high stages sufficient to endanger passing tows. Indeed, it is reported that a steamer was once drawn into the new outlet. The deposits soon began to form mud islands and willow battures, with ramifying channels; and now a dense forest of large trees covers the land thus made.

The Jump was gauged by Lieutenant Davis, Corps of Engineers, on July 27, 1874, when the Carrollton gauge indicated 2.78 feet, or nearly extreme low water of the Mississippi. Two parallel sections of the Jump, 200 feet apart, were made near the river; and were found to be regular in form and nearly equal in size. The width was 560 feet, the maximum depth 55 feet, the sectional area 18,452 square feet, and the discharge 11,875 cubic feet per second, or about equal to the flood volume of Bayou La Fourche. At this stage of the Mississippi the difference in level between the river-surface and the Gulf did not probably exceed six inches; while in flood the same quantity is about 4 feet. The discharge at that stand must probably equal 100,000 cubic feet, or nearly that of the Atchafalaya in flood. Here, then, is a permanent and important high-water outlet formed more than thirty years ago by a crevasse.

Cubitt's Gap is situated on the left bank of the Mississippi, about 4 miles above the head of the passes. It occurred during the late war from a cut made by the Navy through the bulk-head of a fisherman's canal to provide a boat passage to the oyster-beds. It was gauged by Lieutenant Davis, Corps of Engineers, on the same day and in a similar manner as the Jump. It consists of four distinct but connected channels, two very small and two of immense size. One of the latter is 900 feet wide, with 100 feet maximum depth on one of the sections, and 50 feet on the other; the mean sectional area being 30,590 square feet. The other large channel is 1,420 feet wide, with maximum depths on the two sections (200 feet apart) of 126 feet and 108 feet respectively; its mean sectional area is 58,206 square feet. The eddies in the former prevented the use of floats, but the extreme low water discharge of the latter was found to be 33,000 cubic feet per second, or about that of Bayou Plaquemine in flood. The high-water discharge through the whole gap must be enormous, as there is then a difference of level of about 3.2 feet between the river-surface and the Gulf. This outlet rapidly shoals as the distance from the river increases, but the surveys do not give a profile.

A survey of the site of the great Bounet Carré crevasse of 1874,

which was situated just below that of 1871, and was identical with the lower part of that of 1850, was made for the commission by Mr. G. W. R. Bayley; it shows that a hole 530 feet wide, and from 35 to 40 feet deep, was excavated near the immediate bank of the river, and that it extended with diminishing depth to the rear for a distance of about 2,000 feet. If the channel at the date of high water had been enlarged to the full extent shown at the date of the survey, the area of discharge would have been about 35,000 square feet; the total length of the break being 1,370 feet.

The history of Bayou Plaquemine, also, has a bearing upon this question of the probable enlargement of an outlet. The old records show conclusively that, a century ago, it was a mere overflow could choked with growing timber. To secure water communication with the Attakapas country, this timber was removed; and ultimately an outlet having a cross-section of 6,000 square feet, and carrying 35,000 cubic feet per second, was formed. The high-water fall from the Mississippi to Indian Village, a distance of 8.3 miles, was 20 feet; and the corresponding velocity was about 6 feet per second. The bed of the bayou was formed in hard blue clay, which resisted abrasion so well that exact measurements made in 1851 and 1859 by the Mississippi Delta Survey showed no enlargement near the point of efflux. In 1865 the bayou was closed by a levee, upon the ground that this clay showed signs of yielding, and that there was danger of its rapid enlargement, which would endanger the back country. The truth of these statements has never been verified by accurate survey.

In fine, then, we must conclude that no outlet should be attempted until extensive borings have established the fact that its bed will consist of the hard blue clay which forms the true bed of the Mississippi, and effectively resist abrasion. Unless such a deposit be found, there will be danger that the outlet will ultimately have to be closed to prevent its efflux from enlarging beyond control, and thus deluging the country.

Having thus decided that, under certain conditions, a high-water outlet is admissible, it remains to fix upon its locality; and here lies the practical difficulty, which renders this plan of protection of little avail.

The highest point suggested is at Lake Providence, where the difficulty of protecting the country will soon be shown to be greatest. Such an outlet would only relieve the river locally, for the volume abstracted (and about 100,000 cubic feet per second could probably be carried off by the swamp-drains without material injury to the back country) would all return at the mouth of Red River. Actual measurement in the flood of 1851 showed that the sudden addition of such an amount to a river already beginning to fall, would raise its height, anomalously, at least a couple of feet above what it would have attained had the water remained in the river-bed. This fact, added to the cost, and danger to the back country, renders the plan, in the judgment of this commission, inexpedient.

We now reach Atchafalaya River, a large natural outlet carrying to the Gulf 120,000 cubic feet per second in times of flood. This outlet it has been proposed to close; and we desire to place on record our decided disapproval of any such scheme. On the contrary, the rafts and obstructions in its bed near its point of entrance into the lakes should be removed, and its capacity to discharge its waters without overflowing its banks in that vicinity be thus improved.

Bayou Plaquemine is the next point where an outlet is practicable without overflowing the back country. We recommend that a careful

survey, including many borings, be made, to decide whether the statements respecting its tendency to dangerous enlargement are well founded. If they should prove erroneous, this bayou should be reopened, its levees being first repaired so as to protect the neighboring plantations from overflow. Its closure has raised the flood-level at New Orleans several inches.

Bayou La Fourche is the only other natural outlet of value to the river. It discharges 12,000 cubic feet per second in times of flood, and we are of the opinion that, in justice to the plantations bordering the Mississippi below, it should be left open. Its closure was recently recommended by a majority in a board of State engineers, in our judgment unadvisedly.

No other outlet is practicable on this bank of the river, for the reason that there is no natural channel capable of conducting the water to the Gulf without overflowing the back country, and no artificial channel could be made at any reasonable cost. We have, therefore, only to consider the left bank below Baton Rouge; showing that outlets, as a plan of protection, are of so restricted application that at best they can only be regarded as an auxiliary to the levee system.

The proposition to reopen old Bayou Manchac is inexpedient, for the reason that its capacity is too insignificant to sensibly relieve the Mississippi. This has been satisfactorily established by surveys made by the State of Louisiana.

It only remains to consider two proposed artificial outlets—one opening from Bonnet Carré Bend into Lake Pontchartrain, and the other from the English Turn to Lake Borgne. At the former the difference of level between the high-water surface of the river and the lake is 20 feet, the distance being 6 miles. At the latter these quantities are 13.0 feet and 5.3 miles respectively.

The Bonnet Carré outlet, so far as the river itself is concerned, would be much the more useful of the two. If a waste-wier capable of discharging 250,000 cubic feet per second in great floods, should here be made, it would render the country below secure, with the existing levees, and would have a sensible influence upon the high-water mark in the region above, at least as far as Baton Rouge. The objections to the project, however, are weighty. First, it would raise the level of Lake Pontchartrain at least 4 feet, thus exacting a continuous levee on its borders, to secure the plantations and New Orleans itself against overflow from the rear. As the lake is already subject to sudden oscillations, amounting to 3 or 4 feet, from the effect of strong southeasterly gales, this levee would be costly, both from its height and from its difficult location. Second, the outlet would certainly destroy the easy navigation of the lake, which is of too much importance to New Orleans to be lightly surrendered. Third, it would increase the difficulty of railroad communication between the city and the North, and would entail considerable expense on this account. Fourth, it would require the expenditure of a large sum for the purchase of the site; for opening the outlet, including the removal of a dense forest from its bed; and for the lateral levees requisite to prevent the water from spreading to the right and left over the plantations. Add to these solid grounds of objections the uncertainty that, after the work was executed, its speedy closure might be demanded to prevent the point of efflux at the river from enlarging beyond the limit of safety, and the project assumes a very questionable shape.

Turning to the Lake Borgne outlet, we find, although its beneficial influence would be much less—hardly extending above New Orleans—

several of the objections to the construction disappear. The very important question, however, whether the outlet might not so enlarge its bed as to become dangerous, can only be intelligently considered after the substrata have been determined by boring. Accordingly, Professor C. G. Forshey was employed to make a detailed survey. His report is appended, and marked B; but it is proper to add that the commission does not indorse all the opinions and inferences therein expressed.

The survey lay between bayous Bienvenue and Duprez. The river front was 8,000 feet, and the lake front (5.3 miles distant) 16,000 feet long. The total area examined was about 12.5 square miles. Of this, 1.2 square miles consisted of lands under cultivation; 4.74 square miles of cypress swamps, and 6.50 square miles of marsh prairie. Both swamp and prairie are but little elevated above the lake, and are exposed to daily tidal overflow. The total difference of level between the high-water surface of the Mississippi and the lake is 13 feet, of which 11.5 feet are gained in the first mile, and nearly all of this in the first 3,000 feet from the river bank. The lake has a depth of 10 feet 1,500 feet from the shore-line, and its bottom is of hard black or blue clay.

Fourteen borings were made; Nos. 1, 2, 3, and 4 were on the immediate bank of the river; Nos. 5, 6, 7, and 8 were distant about 1.5 miles from this line; Nos. 12, 13, and 14 were on the lake shore, and Nos. 9, 10, and 11 were intermediate between the last two lines, No. 9 being in the swamp, and Nos. 10 and 11 in the prairie. The following table indicates the character of the successive strata with sufficient exactness for the practical purposes of this report. To make the specimens obtained from the borings subservise, as far as they may, the scientific investigation of the substrata of the delta, they have been submitted to experienced investigators of this subject.

*Outlet at Lake Borgne.*

Character of strata.	Thickness of strata.	Top of strata below surface.
<b>BORING NO. 1.</b>		
1. Surface, dark soil; immediately under surface, stiff mud .....	Feet. 5	Feet. 0
2. Blue clay .....	5	5
3. Blue clay with plain sand indications .....	10	10
4. Blue clay with plain sand indications and with chips of wood .....	23	20
5. Blue clay with very slight sand indications .....	10	43
6. Blue clay .....	20	53
7. Quicksand and fine shells .....	22	73
8. Blue clay .....	5	95
Total depth .....	100	.....
<b>BORING NO. 2.</b>		
1. Surface—black soil, changes to clay of yellowish brown with sand .....	5	0
2. Yellow brown clay and sand .....	12	5
3. Blue clay with slight sand. At 45 feet below surface inflammable gas was discovered; it threw the water up 5 feet from the mouth of pipe, and burned very freely, with a flame 2 feet high .....	51	17
4. Quicksand and fine shells slightly intermixed .....	14	68
Total depth .....	82	.....
<b>BORING NO. 3.</b>		
1. Surface—light sandy soil .....	5	0
2. Light brown stiff mud or clay, and sand .....	6	5
3. Yellow clay and sand .....	12	11
4. Blue clay .....	5	23
5. Blue clay, with plain sand indications and with chips of wood .....	5	28
6. Sand and a little clay .....	5	33

## Outlet at Lake Borgne—Continued.

Character of strata.	Thickness of strata.	Top of strata below surface.
	Feet.	Feet.
7. Blue clay with slight sand. At 45 feet below surface inflammable gas was discovered, and burned freely .....	8	38
8. Blue clay .....	13	56
9. Blue clay and sand .....	3	69
10. Blue quicksand .....	25	72
11. Blue clay .....	3	97
Total depth .....	100	
BORING NO. 4.		
1. Surface-soil stiff and dark .....	5	0
2. Brown mud, sticky .....	11	5
3. Blue clay with slight sand .....	6	16
4. Blue clay .....	10	32
5. Blue clay very sandy, with water indications at 42 feet below surface .....	94	32
6. Blue clay with slight sand .....	8	36
7. Bluish gray quicksand .....	23	64
8. Blue clay mixed with fine shells .....	8	92
Total depth .....	100	
BORING NO. 5.		
1. Light brown mud .....	10	0
2. Blue mud, sand, and wood chips .....	10	10
3. Blue clay and sand .....	10	20
4. Quicksand mixed with chips .....	15	30
5. Blue clay and sand .....	8	45
6. Blue clay .....	4	53
7. Quicksand and fine shells .....	15	57
8. White soap-stone clay mixed with white sand .....	6	72
9. White and red sand .....	22	78
Total depth .....	100	
BORING NO. 6.		
1. Brown mud mixed with chips .....	10	0
2. Brown mud and sand mixed with chips .....	10	10
3. Gray and black quicksand .....	20	20
4. Gray and black quicksand mixed with clay .....	10	40
5. Blue clay .....	9	50
6. Fine quicksand and shells .....	22	59
7. Blue clay and shells .....	2	81
Total depth .....	83	
BORING NO. 7.		
1. Surface-soil, black swamp-mud .....	0.3	0
2. Blue clay .....	14.7	0.3
3. Blue clay and sand .....	20	15
4. Coarse dark-gray sand .....	37	35
5. Fine shells, sand, and clay mixed .....	15	72
6. Blue clay .....	1	87
7. White sand, a slight mixture of clay, and fine shells .....	12	88
Total depth .....	100	
BORING NO. 8.		
1. Surface-soil, black, stiff mud .....	5	0
2. Dark clay, with slight sand .....	12	5
3. Blue clay, with slight sand .....	24	17
4. Blue clay .....	17	41
5. Blue clay and sand .....	5	56
6. Quicksand and fine shells .....	14	63
7. Blue clay and fine shells .....	2	77
Total depth .....	79	
BORING NO. 9.		
1. Surface-soil, soft mud .....	5	0
2. Dark-brown mud .....	6	5
3. Blue clay .....	4	11

## Outlet at Lake Borgne—Continued.

Character of strata.	Thickness of strata.	Top of strata below surface.
	Feet.	Feet.
4. Blue clay, very sandy.....	9	15
5. Coarse gray sand.....	16	24
6. Blue clay and sand.....	10	40
7. Blue clay.....	14	50
8. Sand mixed with fine shells.....	9	64
9. Blue clay and shells.....	7	73
10. Blue clay mixed with sand.....	11	80
11. Blue clay.....	9	91
Total depth.....	100	
BORING NO. 10.		
1. Blue swamp-mud.....	5	0
2. Mud mixed with blue clay.....	10	5
3. Blue mud.....	45	15
4. Gray sand, shells, and slight mixture of blue clay.....	10	60
Total depth.....	70	
BORING NO. 11.		
1. Swamp brown mud.....	30	0
2. Blue mud.....	10	30
3. Blue clay.....	12	40
4. Dark gray sand mixed with shells; at 70 feet below surface, was discovered inflammable gas; it burned freely, throwing up blue mud, shells, and sand.....	18	52
Total depth.....	70	
BORING NO. 12.		
1. Swamp brown mud.....	30	0
2. Blue clay and mud.....	10	30
3. Blue clay.....	15	40
4. Sand, shells, and clay, mixed.....	16	55
Total depth.....	71	
BORING NO. 13.		
1. Swamp mud.....	30	0
2. Blue clay mixed mud.....	10	30
3. Blue clay.....	16	40
4. Sand mixed slightly with blue clay; and, also, inflammable gas was discovered; it burned freely.....	13	56
Total depth.....	69	
BORING NO. 14.		
1. Swamp mud.....	25	0
2. Blue mud with slight mixture of sand.....	5	25
3. Blue clay.....	19	30
4. Blue clay with soapstone color.....	7	49
5. Bluish-gray sand.....	14	56
Total depth.....	70	

These borings, which are not unlike in character to those of the artesian well at New Orleans and the borings recently made near the site of the proposed Fort Saint Philip Canal, establish the fact that there is no deep and unyielding strata of hard clay in which to place permanently the bottom of an outlet. The gradual oscillation and limited range of the Mississippi in this vicinity would insure a long-continued discharge through the weir; the steep pitch in the first mile would induce a rapid rush of water in that vicinity; and, unless protected at a great cost, there would be danger of the efflux enlarging beyond the contemplated size, and thus gradually passing beyond control. Drift-logs would be

likely to lodge near the lake, and, perhaps, might so obstruct the channel there as to give much trouble in providing a free way for the abstracted water. The original cost of making the outlet, including the payment of damages to private property, would hardly fall below \$1,500,000. Lastly, the experience of Prussia, which has expended \$2,000,000 in regulating the discharge through the artificial channel between the Nogat and Vistula, admonishes us that an outlet under circumstances like the above is not lightly to be undertaken.

In fine, then, this commission is forced unwillingly to the conclusion, that no assistance in reclaiming the alluvial region from overflow can judiciously be anticipated from artificial outlets. They are correct in theory, but no advantageous sites for their construction exist.

#### LEVEES.

There are certain theoretical views concerning the effects of the levee system which are raised again and again in discussing the subject, and which, therefore, it may be well to consider here.

It is claimed, since the effect of embanking a river is to confine its sedimentary matter to the channel, that the deposit formerly made on the banks must settle on the bottom, and thus ultimately raise the bed, and with it the high-water mark. This idea, utterly without any good foundation either in theory or experience, is usually defused by appealing to the example of the Po, which is asserted to have thus raised its bed several feet. In point of fact, such is not the case. The error was first promulgated by De Prony, who made a hasty visit to that river in the early part of this century. His statements have been refuted in the most conclusive manner by the great Italian hydraulic engineer, Lombardini, who has proved that there is no ground whatever to believe that levees have produced the slightest elevation of the bed of the Po. Observations upon the Rhine, extended over a period of eighty years, demonstrate the same truth for that river. The most careful measurements upon the Mississippi have failed to detect any indication of a filling of its channel by levees. No change of the kind attributable to levees can be shown to have occurred on any river, and the theory is, therefore, without any foundation in fact.

Diametrically opposed to this theory is another, which, for the Mississippi, is equally erroneous. It is asserted in the most confident manner that the river is flowing in a bed composed of its own deposit, with dimensions regulated in accordance with its own needs; and hence that the increased velocity resulting from the confinement of its flood-volume between levees will rapidly excavate its bed to a correspondingly greater depth, thus avoiding any permanent increase in the high-water mark.

This reasoning, if true, would establish conditions singularly fortunate for the levee system; but, unluckily, the wish has been father to the thought. Uncompromising facts show that the premises and conclusion are both erroneous for the Lower Mississippi. Very numerous soundings, with leads adapted to bring up samples of the bottom, were made by the Mississippi Delta Survey throughout the whole region between Cairo and the Gulf. They showed conclusively that the *real bed*, upon which rests the shifting sand-bars and mud-banks made by local causes, is always found in a stratum of hard blue clay, quite unlike the present deposits of the river. It is similar to that forming the bed of the Atchafalaya at its efflux, and, as is well known, resists the action of the strong current almost like marble. Clearly, then, the bed of the



Mississippi cannot yield, and if the velocity be increased sufficiently to compel an enlargement of the channel, it must be made by an increased caving of the banks, an effect which it is not quite so agreeable to contemplate.

In truth, no marked effect of the kind is to be anticipated, owing to the comparatively short duration of the increased discharge; for, evidently, the levees can produce no effect upon the regimen of the river, except when the water stands over the natural banks.

Hence, really the practical effect of the levees will be limited to raising the high-water mark, and to slightly increasing the caving. Since the absolute amount of the increased flood-height does not carry the cost beyond the limits of a remunerative investment, it is the part of wisdom to steadily continue work without indulging in groundless fears that the river-bed will rise, or in the equally groundless hopes that it will be sensibly depressed.

Certain indirect agencies, it is claimed, may exert too important an influence upon the levees of the future to be safely neglected—such as an increase in the suddenness of the freshets of the tributaries, owing to the increased cultivation of their valleys. In a great river like the Mississippi no single tributary can produce a flood; and since its destructive overflows are, therefore, always caused by a coincidence of freshets, it is quite impossible to predict whether a greater or a less flood-volume may result from such alleged variations in the regimen of its branches. The change, if any, must gradually develop itself, and it can, therefore, gradually be met.

The prolongation of the delta into the Gulf by the aggregation of sedimentary matter is also assigned as a cause for the ultimate rise of the bed, and hence for a future necessary increase in the height of the levees. A possible secular change of this nature is quite too remote in its effects to merit attention from practical men of the present day. Simple calculation will show that hundreds of years will be required to raise the flood-height at New Orleans an inch from this cause.

In fine, then, we are to conclude that there is no mysterious agency, either favorable or injurious, which may be expected to exert a controlling influence upon the levee system. Experience has shown that the accessions to the volume made at the mouth of any of its large tributaries in flood raise the level of the surface unless immediately drawn off again by crevasses. If we guard against these crevasses by raising and strengthening our levees, an elevation of the high-water mark exactly proportional to the increased volume will be sure to occur. We need have no fear of this normal height being practically increased through the action of any known river-law, and we must expect no reduction from any occult cause. To contain a quart of water a vessel must have exactly the requisite number of cubic inches; and a like principle applies with equal force to water in motion.

It being certain that the alluvial regions of the Mississippi can only be reclaimed by levees, it remains to consider what experience has taught respecting them. The existing system was begun a century and a half ago, near New Orleans, and has gradually extended upward until there are but few points on the river at which it has not been tried. The crops of cotton, sugar, corn, and rice heretofore gathered from the alluvial region, with all the existing wealth represented by lands under cultivation, cities, villages, plantations, and stock, are the direct fruits of this method of protecting the country against overflow. It cannot, therefore, properly be called a failure, and yet the actual condition of the region to-day is such as to demonstrate that the practical applica-

tion of the system is fatally defective, and that unless some radical improvement be made, no hope remains of opening to cultivation the immense districts of back lands, now exposed to annual inundation through annual breaks in the levees; and also, that only precarious crops can be expected from the narrow fringe of plantations under cultivation now skirting the immediate borders of the Mississippi and its principal bayous and tributaries. To determine, therefore, in what respects the existing system is defective is highly important. The faults are only too apparent. They are:

1st. Vicious levee organization.

2d. Insufficient heights, in adjusting which, only existing high-water marks have been considered, without remembering that there has never yet been a great flood in the river in which the water has not been greatly lowered by immense crevasses which occur with absolute certainty.

3d. Injudicious cross-sections and construction, which alone would be sufficient to explain many of the frequent breaks, under the combined influence of pressure, seepage, burrowing of craw-fish, &c.

4th. Inadequate arrangements for inspecting and guarding.

5th. Faulty location of the embankments, which are often placed so near caving banks as to insure an early destruction.

Each of the causes of failure will be considered in turn.

*Organization.*—The marked slope of the country away from the river causes the crevasse-water to pour rapidly into the swamps. The natural drains conducting it southward being only sufficient for ordinary rain-water, soon become engorged, and a vast shallow lake is formed, which gradually rises over the rear of the plantations far and wide. It is therefore evident that the interests of each natural levee district are necessarily an unit, and are quite independent of any political boundaries, whether of parish, county, or State. This proposition, which seems an axiom, has been systematically ignored from the earliest times to the present day.

In Louisiana the charge of the levees, after they ceased to be under purely individual control, was usually vested in the police juries and inspectors of the several parishes, the geographical limits of several of which included both banks of the river. As a break on one side gives immediate relief to the other, the complications thus caused may readily be imagined. Moreover, the law required the riparian proprietors to maintain the levees at their own cost, which was evidently in the highest degree unjust as soon as settlements began to be formed in rear, owing, of course, the possibility of their existence to the front levees. Instead of inaugurating a radical reform as the State increased in wealth and population, only half measures were attempted. Certain parishes have arbitrarily grouped into levee districts, for which boards of levee commissioners were appointed and especial laws enacted. At the beginning of the late war a most complex and unequal administration was thus in force, which of itself would have been sufficient to insure failure in attempting to carry out any comprehensive system of protection. Since the war various State organizations have been tried, the present plan consisting in levying a general tax on upland and lowland alike, and contracting with a levee company to build all the levees. The allotment of funds and general control is vested in a board of three commissioners, of which one is appointed by the President, one by the State, and one by the company. The work is done according to the specifications and under the supervision of the State engineers, at a uniform price of fifty cents per cubic yard. As the State contains three

natural levee districts, the just apportionment of funds among them under this system must be difficult; and the persistent opposition of the parishes not subject to overflow may confidently be expected.

For Mississippi a similar history of county complications might be written. The levees continued under individual control from their commencement in 1840 to 1850, when a grant of the swamp-lands was made by the General Government to supply funds for reclaiming them. For seven years this was attempted under county control, but it becoming evident that, in general, protection depended as much on the levees above as on those in the immediate front, a consolidation of interests took place under direction of a general board of commissioners. This was by far the best organization ever adopted in the alluvial region of the Mississippi, and its fruits were soon seen in good levees, and prompt and energetic action. During the war the embankments suffered from caving and occasional cutting for military purposes; and when peace returned, a step backward in organization was made by constituting two levee districts instead of one. This is the present system.

In Arkansas and Missouri the levee legislation has been so crude and ineffective as hardly to merit notice.

In fine, then, the experience of over one hundred and fifty years has utterly failed to create judicious laws or effective organization in the several States themselves, and no systematic co-operation has ever been attempted between them. The latter is no less important than the former, for the river has no respect for State boundaries, and deluges Arkansas through breaks in the levees of Missouri, and overflows Louisiana by floods passing across the Arkansas line.

It is a common and apt figure of speech to personify the Mississippi, and to speak of the conflict waged to protect the country against the inroads of a terrible enemy, and yet the army of defense has always been content to remain a simple aggregation of independent companies, with here and there a battalion under the command of a board of officers. That victory has not more frequently perched upon their banners is surely not surprising.

The British administration of the Indian lines is in striking contrast. The Government takes the initiative, and sends its engineers to survey and estimate for levees at such localities as promise to be remunerative. The reports with detailed maps, plans, and estimates of costs are sent to the collector, who publishes the same and calls for reasons why the improvement shall not be ordered. Unless good reason is shown by the owners of the land to be benefited, the levees are built by the Government and a tax sufficient to pay for the same is laid upon the lands reclaimed thereby. If the sum is large an annual tax for a term of years is collected; if small, immediate payment is required. The enhancement of the value of his land thus precedes any raising of money by the proprietor.

This system is not suggested for adoption on the Mississippi, but is mentioned simply as an illustration that other nations have found by experience that individual efforts cannot successfully combat nature on a grand scale.

*Height.*—This great problem of the levee system demands scientific investigation quite beyond the operations of ordinary earthwork engineering. To decide, first, how much addition will be made to the present maximum flood volume passing in the river-bed when no water is allowed to escape over the banks, and, second, to infer therefrom how much the river will rise above its present high-water mark at each and every locality throughout the alluvial region, are problems so complex that

engineers engaged in constructing the levees have never attempted to solve them. In other words, the height of the embankments has always practically been fixed by guess-work.

As some rule has seemed to be desirable, the arbitrary one of building the levee say one foot, or two feet, or three feet above the highest known water-mark at each locality has usually been adopted. If these had all been the same in different places, and if the cross-sections of the embankments had been made sufficient to resist the pressure and thrown upon them, the river in floods would have risen sufficient to pour over the top, and thus give practically the data for a new trial, a new failure. This method of approximation, after a long series of trials would at length have given a practical solution to the problem; but unfortunately the embankments have always been made so weak that some part has yielded, and the true flood level has never yet been reached or indeed approached. Before the river has risen three feet above its natural level of the high banks many crevasses have been sure to open and relieve it, and to-day there is not a levee upon the river which is not greatly too low. If the embankments were of unyielding materials the river in floods would pour over their tops from the head to the mouth of the alluvial region.

Appreciating that this problem was beyond the power of the local authorities to solve, the General Government came to their aid, and in 1850 ordered special surveys and investigations to be made. They were conducted for ten years by the Engineer Corps of the Army, under the direction of General Humphreys, then a captain and now the chief of the corps. A far more elaborate series of observations than has ever been attempted upon any other river in the world was patiently carried out, and to-day the results are accessible to all in the report upon the Physics and Hydraulics of the Mississippi, by Humphreys and Abbe.

The proper heights were determined by close calculation from actual measurements made upon the flood of 1858, between Cape Girardeau and the Gulf. These measurements were so exact, so extensive, and so elaborate that the complete history of the great wave which entered the alluvial region in June was traced out, determining where, when, and in what quantities the surplus waters both left and returned to the channel. This enabled a precise estimate to be made of the amount of water which the actual measured maximum flood volume, at any point, was below what it would have been had no water escaped; while a most thorough experimental study of the river rendered it possible to predict with accuracy the height to which the water would have risen above the actual local high-water marks had none left the channel. It was also proved, by extended soundings and measurements, that the bed of the river cannot be deepened by any slight increase in the velocity of its waters; and that no deposit in the channel need be dreaded from any slight reduction in its rate of movement; in other words, that the bed is essentially unchanging in dimensions.

In order to decide whether the flood of 1858 was a safe standard for the most careful analysis of all recorded floods was made; and when the report was published, in 1861, nothing had been left undone to give the best possible solution to the problem of the true height for the embankments. Since that date four great floods have occurred, and it has therefore devolved upon this commission to continue the work by admitting these new floods to the best analysis the facts collected warranted, with a view to determining whether they suggest any modification in the levee heights previously announced. This task has been

performed by Commissioner Abbot, and in Chapter I will be found the detailed analysis and the conclusions resulting therefrom.

Upon this solid foundation the commission rests its opinion that the following heights are necessary to secure the alluvial region from overflow in a first-class Mississippi flood:

Near the mouth of the Ohio the levees should be made about 3 feet above the actual high-water level of 1858, which has been selected as the plane of reference, because more unvarying than the surface of the ground. The height above this level should be gradually increased to about 7 feet at Osceola; thence to Helena the latter height should be maintained; thence to Island 71 the height should be gradually increased to 10 feet; thence to the vicinity of Napoleon it may be gradually reduced to 8 feet; thence to Lake Providence it must be gradually increased to 11 feet; thence to the mouth of the Yazoo it may be gradually reduced to 6 feet, and it should thus be maintained to Natchez; thence to Red River Landing it must be gradually increased to 7 feet; thence to Baton Rouge it may be gradually reduced to 5 feet; thence to Donaldsonville this height must be maintained. At Carrollton 4.7 feet will suffice, with reductions proportioned to the range between high and low water mark for points below. These figures are exclusive of settling, and allow for safety about one foot more than the computed flood-height.

*Cross-section.*—Several principles should be borne in mind in building a levee.

It has to resist a direct hydrostatic pressure which, when the height is considerable, may be very great. The general law that the pressure exerted by a fluid upon any surface is equal to the weight of a column of that fluid having a cross-section equal to the area in question, and a height equal to the depth of its center of gravity, supplies the means of directly estimating this force in pounds.

The fact that this pressure is exerted in a direction normal to the surface suggests the danger of allowing water to enter the interior of the levee, since a great lifting force may thus be called into action.

Infiltration or seepage also exerts a very injurious effect by tending to render the levee semi-fluid, and thus liable to change its form by yielding to the weight of the superincumbent mass.

A levee exposed to the direct force of the current, or to frequent blows from waves created by wind or the passage of steamboats, will require a much stronger cross-section than one not so attacked.

The soil of which it is composed exerts a marked influence upon its resisting power. A clay levee is vastly stronger than one of equal dimensions made of sand; and owing to the greater tendency of the latter to slide when wet, its slopes must be made much more gentle. Unfortunately most of the embankments of the Mississippi are composed of the sandy loam deposited from its waters, a fact which exacts gentle slopes and massive construction.

In large levees made of sandy soil it is customary and very advantageous to embed a vertical wall of tamped clay in the interior to prevent seepage. Plank fences have also been occasionally tried during the past thirty years, both to prevent seepage and to stop craw-fish and other burrowing animals from endangering the levee. Their cost, and the fact that decay renders it necessary to replace them from time to time, are the chief objections to their adoption.

That the borrow-pits should be made on the exterior of the levee, with occasional bulk-heads to prevent currents and induce deposit; that the bed of the embankment should be loosened and thoroughly cleared

from roots and vegetable matter; that a good drainage-ditch should be made parallel to the levee on the inside and not too near, in order to draw off seepage-water; and that the slopes shall be well turfed, and in exposed situations be protected by a growth of bushes in front, are rules observed in all good river embankments.

There has been a marked improvement in the form of the cross-section of the embankments within the last twenty years. In 1851, the old levees of Louisiana usually had the crown equal to the height, with slopes of 1 on 1. The present formula for cross-section is *the crown equal to the height, with slopes of 1 upon 3*.

The levees of the State of Mississippi have crowns of 5 feet, with slopes 6 to 1 toward the river and 2.5 to 1 toward the swamps. Arkansas levee laws require "for every foot in height, 1 foot wide on top, and in addition 7 feet base." The section recommended in the Physics and Hydraulics of the Mississippi for levees of moderate height is, the crown equal to the height, with slopes of 3 to 1 on the river side, and 2 to 1 on the land side. For the immense levees required to close old bayous it is important to distribute the weight, and a crown of 6 feet with a front slope of 3 to 1 and a rear slope of 4 to 1 seems to be sufficient, unless the soil is very sandy. The last Yazoo Pass levee was 40 feet high and 300 feet long; its crown was 10 feet, with a front slope of 5 to 1 and a rear slope of 3 to 1. The Hushpuckana levee was 43 feet high and 250 feet long; its crown was 8 feet, with slopes of 3 to 1. Both of these levees resisted the flood of 1874.

The following extract from the report upon the Physics and Hydraulics of the Mississippi, giving the dimensions of the principal levees of Europe, is interesting for comparison:

"The French dikes on the Rhine in that part of its course lying between the Black Forest and the Vosges Mountains, where the height is 7 feet, have a width of 10 feet, the slope toward the river being 2 to 1, and toward the land 1.5 to 1. Where the height exceeds 7 feet, the width is increased by a banquette on each side. The area of cross-section of this dike, 7 feet high, is 154 square feet; the area of cross-section of a levee of the State of Mississippi, of that height, is 252 square feet.

"The dikes of the Rhine in Holland, when near the river-bank and when used for the road, have a width of 20 feet on top, when 16 feet high, a slope of 3 to 1 on the river side and a slope of 1.5 to 1 on the land side. The outer slope, when exposed to running ice, is protected by a revetment of brick or fascines. When the dike is not near the river-bank and is not used as a road, the width is only 6.5 feet. The area of cross-section of the first dike is 900 square feet; of the second, 640 square feet; a levee of the State of Mississippi, of the same height, would have an area of cross-section of 1,230 square feet.

"The dikes on the Po (those of the Adige have similar dimensions) are 2.5 feet above the highest flood-mark; usually the width is equal to the height, and the slope of the sides is 2 to 1. When the soil is permeable, they are re-enforced at the height of the mean floods (10 feet below the top of the dike) by a banquette, whose width is 20 feet when the height is 20 feet or over. The area of cross-section of this dike is 1,400 square feet; a levee of the State of Mississippi of the same height would have an area of cross-section of 1,800 square feet. Where the soil is very sandy and has but little cohesion, the dikes of the Po, when 20 feet high and over, have a width at top of 26 feet, two banquettes of 20 feet width, an outside slope of 3 to 1, and an inside slope of 2 to 1. The area of cross-section of this dike, 20 feet high, is

1,840 square feet; a levee of the State of Mississippi, of the same height, would have an area of cross-section of 1,800 square feet. The river-roads are usually upon the levee or the banquettes.

"The average height of the dikes on the Vistula is 20 feet. The top of the dike is from 2 to 3 feet above the highest flood; the thickness at the top is 15 feet, or three-fourths of the height, and the slopes 3 to 1 and 2 to 1. The area of cross-section of such a dike is 1,300 square feet; a levee of the State of Mississippi, of the same height, would have an area of cross section of 1,800 feet.

"The highest dike on the Vistula is 28 feet in height. It has a width at top of 18 feet, and an area of cross-section of 2,460 square feet. A levee of the State of Mississippi, of the same height, would have an area of cross-section of 2,660 square feet."

*Inspection and guarding.*—These duties have always been neglected on the Mississippi, or have been executed in so negligent and unsystematic a manner as to prove of little avail. That they are of the highest importance no one familiar with the subject can question.

Every levee has natural enemies, both human and brute.

The former include every resident and land-owner in the vicinity on the opposite bank of the river, whose selfish interest requires, in times of flood, that some way of escape for the threatening water shall be opened before his own levees break. Of course, among honorable men, no active steps in such a case would for a moment be considered; but where every person, rich and poor, has so strong a common interest, some scoundrel, ready to act, will occasionally be found; and in times of flood, one resolute man, provided with a skiff and shovel, can in a few moments cause a crevasse on any dark night.

There is another class of men called swampers, whose business it was, before levees were attempted, to cut timber for the market in the cypress swamps and low lands bordering the river. This work was done during the dry season; and when the annual floods filled the bottom-lands the logs were rafted out through the net-work of bayous thus rendered easily navigable. Levees have greatly injured this business, but, as in every great flood crevasses are certain to occur, it has not entirely ceased; and many are the breaks attributed to the midnight work of the raftsmen.

Private hostility, especially on the part of the ignorant and degraded classes, finds a ready means of revenge by cutting the levee of a wealthy planter.

Among the brute creation, musk-rats, cray-fish, fiddlers, and other burrowing animals have made many a break by their subterranean labors; and more than one disastrous crevasse has been caused by storms, which, by prostrating a tree across a levee, have opened a way for the ever-ready waters to begin their work of destruction. Sudden caving of the banks, and imperfectly-closed summer roadways over the levee are also fruitful sources of ruin.

In fine, then, nothing but frequent official inspection, and a regular chain of sentinels, will guarantee even a perfect system of levees against unexpected injury. These duties have always been most imperfectly performed on the Mississippi.

In this connection it may be well to consider how other rivers are guarded in times of danger; and the Nile furnishes a good example. This stream is so peculiar and interesting, and is so little known, that a short description, derived chiefly from the writings of Lombardine, is not out of place.

The river is formed by the junction, at Kartoum, of two principal

branches; the Blue Nile, which drains the mountainous region of Abyssinia, and the White Nile, which issues from the swamps and lakes of Central Africa. The former discharges at low water 6,000 cubic feet per second, or about one-half as much as the latter, while, in floods, the two are nearly equal, the united volume being about 430,000 cubic feet per second.

The main river first flows through a hilly region, receiving, one hundred and ninety miles below Kartoum, the waters of its last tributary, which in floods contributes about 60,000 cubic feet per second. This portion of the valley is marked by many cataracts, the last being just above Assouan, 1,200 miles below Kartoum. Here the river enters upon the alluvial, liable to annual overflow.

From Assouan to Cairo, a distance of 500 miles, the average breadth of the valley is about 10 miles. From time immemorial this region has been cultivated by aid of irrigation. Front and cross levees, the latter from three to five feet high, cut the land into a succession of basins, which are flooded at will in seasons of high water by sluices opening from a system of main canals. These canals follow the general course of the river near the edge of the desert, and are supplied by large feeders. By cutting the cross levees the water is drawn from basin to basin as desired, and the moisture needed for cultivation is thus supplied. The country having been flooded for thousands of years in this manner, from the rear, the slope away from the river, usual in alluvial regions, is prevented and even occasionally reversed. The total area of this district, usually known as Middle Egypt, is about 5,000 square miles, of which over 3,000 square miles are annually covered by water in this way.

Cairo is situated on the Nile, 12 miles above the head of the delta, marked by the separation of the Rosetta and Damietta branches, which are each about 120 miles in length. The discharge of the main river is here about 12,000 cubic feet per second at low water, and 300,000 cubic feet per second in floods. The area of the delta cultivable, when sufficient water can be provided for the necessary irrigation, is about 4,400 square miles.

The regimen of the Nile is remarkably unvarying. The river is lowest in June, rises rapidly until September, and then gradually declines to low water. Unfortunately the range between high and low water mark differs from year to year. Experience has shown that when the range does not exceed 18 feet, famine is inevitable; that with 20 feet the production is insufficient; that with 23 feet the crops are still poor; that with 25 feet they are abundant; and that with 26 feet and upward the flood becomes dangerous, threatening famine and pestilence from the rupture of the levees and drainage too long delayed.

Thus, with water derived from the Nile, upon the system already described for Middle Egypt, the delta could only yield one uncertain crop annually, while with an ample supply three crops could be obtained with certainty. To secure the latter economically from the river, Mahomet Ali inaugurated, in the year 1846, a magnificent system of public works. Where the Nile divides, a barrage or dam of masonry, about 1,600 feet long, crosses each branch. They are so arranged, with four locks and many sluice-gates, as to allow navigation and the free escape of the water during floods, and yet permit its retention at a high level for irrigating purposes. One large canal extends between the branches to the sea, and others on each bank conduct to reservoirs and a system of secondary and tertiary canals by which water is supplied throughout the delta.



The front levees are said to be from 12 feet to 15 feet high near Cairo, and diminish gradually as the sea is approached. They are simple embankments of earth about 12 feet wide on top, and only a few inches above high-water mark. They are used as roadways. Temporary additions were required in the great flood of 1874, to prevent a general inundation. A perfect system of surveillance was employed. During the day the whole population was ordered out by the Khedive upon the levees, and at night lanterns upon poles were placed there at about one hundred yards distance from each other throughout the delta, so that the embankments were brilliantly illuminated, while a chain of sentinels kept regular guard. Crevasses were thus prevented which, if allowed to occur, would have proved as disastrous as upon the Mississippi. Evidently some equally efficient plan of local police is essential for the security of our own alluvial region, which should include a comprehensive system of telegraphic communication.

*Location.*—Faulty location has been a fruitful source of wasteful extravagance from the beginning of the levee system to the present day. In its natural condition, the immediate bank of the river is higher than any of the alluvial land in rear, because it receives a larger amount of deposit in the annual overflows. The average amount of fall is about 7 feet in the first mile. Partly to take advantage of this fact in reducing to the minimum the necessary height of the levee, and partly to facilitate the shipment of crops, the line of embankment has always closely followed the river, thus opening the highest land to cultivation. If the banks of the river were permanent this location would be judicious, but unfortunately the continual caving has rendered the work of repairing the levee onerous and perpetual. A table in Chapter IV, obtained by Commissioner Hebert from the records of the State engineer of Louisiana, places this matter of faulty location in a strong light. It shows that in the eight years between October, 1866, and October, 1874, no less than 107.5 miles of levee caved into the Mississippi in that State alone, the total length of levee being about 800 miles. Clearly such a loss should find no place in a properly-considered plan of construction, and if tolerated with the increased heights of levees which have been shown to be essential to success, the system can never be made either secure or remunerative.

The great extent of the alluvial region induces such variations in physical conditions that no absolute rules for location can be laid down. The following principles, however, are immutable, and should never be neglected:

1st. Caving in general is due to the fact that the banks of the Mississippi contain strata of sand often lying below low-water mark. If the current in high stages impinges upon such a bank, it washes out these strata and thus undermines the mass above, which, as soon as the water falls, topples over by its own weight into the river. The caving, therefore, originates chiefly in the strong currents which mark the period of high water, while the actual sinking of the bank is usually deferred to the early part of the low stage. Any cause which tends to increase or to induce a change of direction of current must, therefore, augment caving.

Accordingly, we find that every great flood is sure to be followed, chiefly in the bends, by unusual caving; every cut-off makes a sensible increase in it for many years, both above and below its site; a wide range between high and low water mark, which necessarily implies a corresponding variation in velocity and direction of currents, is certain to be accompanied by rapidly caving or crumbling banks; finally, the

levee-system, when perfected, cannot fail to augment this evil, although not probably to a serious extent. The following figures, derived from the tables in the chapters of Commissioners Hébert and Jickels, give an approximate idea of the annual caving as recently observed (chiefly in the worst bends) in the different parts of the alluvial region. Corresponding additions are made to the opposite points:

Below Bonnet Carré the annual caving is small, not averaging more than 13 feet, and rarely exceeding 25 feet; thence to the mouth of the River, it averages about 40 feet, rarely exceeding 60 feet; thence to the Arkansas line, it averages 250 feet, rarely exceeding 300 feet; thence to Helena, it averages about 170 feet, and thence to the head of the alluvial region about 100 feet. The excessive caving indicated in the region between Napoleon and Grand Gulf is probably due to the recent cut-offs which have occurred there in the last few years.

Although these figures show an alarming want of stability in the banks of the Mississippi, it must not be forgotten that the caving at particular locality undergoes a secular change, beginning with the turbid cause, attaining a maximum value, and finally diminishing the impact of the current lessens or changes its point of application. Evidently no levee can be properly located where this subject has received the most serious attention.

2. The form to be given to the high-water channel prepared for the river by the artificial embankments cannot be ignored. With the present heights of floods the volume which pours past the levee over the banks in front is small, but with the increased height to which it is to contain the river, if successfully restrained to its bed, must rise, the matter is important. Moreover, the security of the levee itself demands that there shall be no sharp, salient angles exposed to the abrading force of the current. The general alignment of the levees must then be carefully considered, both to prevent any undue engorgement of the channel, and to secure the earthwork itself from being swept away.

3. The character of the back country must exercise a controlling influence on the location of the levee. When the bottom-lands are narrow the immediate bank of the river may be too valuable in comparison with the whole to be thrown out; but where an immense area will be opened to cultivation security is the chief consideration, and no risk of special destruction by caving should be incurred.

4. At certain points great expense might be requisite to construct the levees sufficiently far back to to promise reasonable security. To meet such cases it is recommended that experiments be tried to stop the caving by appliances and devices which have proved successful in smaller streams. Such works consist of wing-jetties, revetment by piles, brush, or stone, &c. Such works\* will be absolutely necessary to prevent cut-offs, which are injurious in every way. The sudden change in the regimen of the river which is thus made increases the velocity of the currents and changes their directions so as to much aggravate the evils resulting from caving banks. Success in preventing caving will greatly simplify the problem of giving permanence to levees.

In districts where the caving is excessive a double system of embankments is the only proper solution of the problem. The main levee should be placed at such a distance from caving bends, present or threatening

\* A small pile-jetty, filled in with earth, once stopped a dangerous caving which threatened to carry Natchez-under-the-Hill into the river. Sufficient land was now below the jetty to ultimately overturn it up stream by the pressure thrown upon it when the river fell. The success of the brush and stone revetment near Saint Joseph, Missouri, is well known, but the cost was very great.

as economical considerations may demand, having reference to its relative cost and permanence. It should be constructed in the most substantial manner, and raised to the full height necessary to protect the country against the greatest known floods, a height which, as has been shown, must exceed by several feet the highest of existing levees. Although care should be taken to throw out no more front land than security demands, a considerable area will unavoidably be excluded. To utilize this land advantage should be taken of the fact that the great floods of the Mississippi are comparatively rare, not occurring oftener than once in four years, while the maximum floods do not occur oftener than once in ten years. For three years out of four, therefore, front levees, considerably lower than those at present existing, and following the bends of the river, would open the lands thrown out to limited cultivation in the middle and upper portions of the alluvial basin. Moreover, if the water were excluded from the swamps the river would usually fall soon enough to allow the outside crops to be raised, except in the sugar district, even in flood years.

The advantages of such a levee system are manifest: absolute security would be given to the back country at the minimum cost; three years out of four, crops could be raised throughout the upper portion of the alluvial region; in flood years, the inhabitants, stock, and movable property on the lands thrown out, would find a secure retreat behind the guard-levees; ample water-way would be supplied for these great floods to pass off between the guard-levees without rising to the extreme height which would be attained if the river were shut more closely to its bed, and the destructive caving due to the increased flood velocity would thus be diminished. The deposit left on the lands thrown out would raise their level sufficiently to materially reduce the heights of the front levees, which unavoidable caving must require to be frequently replaced. This deposit would tend to overcome one of the greatest causes of expense attending the present system, viz, that every hoop made round a caving levee must be built on lower ground; so that the height, and consequently the cost, of levees is constantly increasing. Another advantage of the proposed plan would be that existing embankments would all be utilized, either as guard or front levees, and a return would thus be obtained for outlay already made, much of which would otherwise be lost. Some expense would be required to provide for rain-water drainage for the front lands, but a few carefully constructed culverts, provided with flood-gates, would usually serve all needful purposes.

It is, then, the opinion of this commission that the system of double levees should be adopted wherever applicable, and this would include a considerable area of the valley.

It may be added, that the idea of combining a railroad with the levee, located either on its top or along its side, according to the character of the subsoil, merits serious consideration. The railroad company would be the best possible guard for the levee, as it would be compelled to keep it always in repair. Branch roads would furnish ready transportation for crops from the interior. Finally, the levee, being put to a useful purpose, in addition to its usual passive work of protection, could be made and maintained at relatively less cost.

*Surveys needed.*—The presentation just made of the various elements entering into the practical location of levees, shows that an accurate knowledge of the topography and hydrography of the alluvial region is a prerequisite to making it.

The great amount of essential work already accomplished, in gaining a correct knowledge of the physics and hydraulics of the Mississippi,

has determined with reliability the whole history of the floods which subject the region to inundation. The sources from which the water comes, their seasons, periods, ranges, and combinations, have all been investigated, and there is no longer a question as to the height to which the levees must be built to restrain the river within such banks as may give it.

Notwithstanding this, it is a fact that no continuous topographical and hydrographical survey of the Mississippi River throughout the region between Cape Girardeau, in Missouri, and New Orleans, has ever been made. The only good survey of any considerable portion of it was made under Captain (now General) Humphreys, in 1851, along the west bank of the Mississippi from Red River to Baton Rouge, and thence by the banks to New Orleans.

At this date the changes which have occurred require even this survey to be repeated. There was a reconnaissance-map of the bends of the Mississippi, from its mouth up to the junction of the Kaskaskia River, Illinois, made by Lieutenant Ross, of the British army, in 1770, which, though comparatively rude, serves to show the general relation of the bends at that time. There was also a reconnaissance-map of the bends of the Mississippi, from Saint Louis to New Orleans, made in 1805 by Captain Young, Captain Poussin, and Lieutenant Tuttle, United States Army, under direction of the board of engineers. The maps were not published, and are on file in the Engineer Department.

We have also the general features of the river as given by the United States land-surveys, which form the basis of existing maps, but they have little practical engineering value now. A few other surveys of localities have been made carefully, but are limited in extent. Lines of levels, for special purposes and for railroad-locations, have also been run in various directions across the alluvial basin, but they are not numerous enough nor sufficiently connected to answer other than general purposes.

The surveys of lines of levees, where built, are generally very partial and do not furnish the data required for a thorough consideration of the levee question even in their special localities.

In our opinion, therefore, a thorough survey of the river Mississippi and its tributaries should be at once commenced, and be prosecuted as rapidly as practicable throughout the overflowed districts.

This survey should determine all matters relating to the river-bed, such as heights of the banks, the places where caving is taking place, and otherwise, and the past history of such changes, as far as it can be made out. The depths at all points of interest should be determined by sounding. Level-lines must be run with greatest care, so as to determine the slopes of the water-surface and of the land, and the elevation of the high-water marks of which the record may still be preserved. Whenever difficulty will be found in disposing of rain-water drainage, the survey should be extended to cover all the country between the river-banks and the high lands, so as to give the extent and elevation of all high ridges and the depths and capacities of all natural water-courses. Bearings in some localities will also be required, to determine the nature of the substrata. Wherever the surveys are carried, convenient permanent bench-marks should be established with greatest care, and legal enactments should protect them by severe penalties from being disturbed or removed. Above Memphis, on the Mississippi and along some of the tributaries in the alluvial region, questions of navigation are also to be considered, and the surveys should be made to meet the requirements of such cases.

A careful consideration of the extent and requirements of the survey

shows that not less than two years will be occupied, under favorable circumstances, in performing the field-work, and that another year will be required to finish the office-work.

The practical operations on the levees themselves, to meet immediate wants, need not wait for the completion of the surveys. The direction of the surveys should be the same as that of the construction of the levees, and points where levees are most urgently wanted should be surveyed first. The most rapid prosecution of the field-work that is practicable should be made, and a number of fully-equipped parties should enter the field as soon as they can be properly organized.

For doing this work the following general estimate is presented, taken from detailed ones prepared to cover all the items of outfit, and subsistence and payment of employés:

For outfit of instruments, quarters-boats, small boats, and steam-launches....	\$60,000
Field and office work for 2 years, at \$100,000.....	200,000
Office-work in third year.....	40,000
	<hr/> 300,000

To enter vigorously upon the work, therefore, would require an immediate appropriation of not less than \$160,000.

#### LEVEE-ESTIMATES.

Two distinct estimates seem to be desirable: First. The number of cubic yards required to close the breaks in the existing system, with levees having the same cross-section as those now in their vicinity. Secondly. The number of cubic yards required to construct a permanent system for the reclamation of the alluvial region. Neither of these estimates can be made with any great exactness at present.

*Existing system.*—The number of cubic yards required to close the breaks actually existing when the examinations were made last summer, is known; but at many other points the levee is in danger of crumbling into the river, and before the repairs can be made more work will, doubtless, be required. Judging by the experience of the last eight years in Louisiana, the annual caving in that State alone will amount to about thirteen miles of expensive levees. Moreover, in making these temporary repairs it must not be forgotten that the present system, even if completed, is quite insufficient to protect the country in great floods. Extensive overflows are certain to occur about once in four years. Still, the raising of crops during ordinary high-water seasons depends upon the closing of these existing breaks; and, practically, they must be closed, or the country will be depopulated before a permanent system, which of necessity must be preceded by suitable surveys, can be constructed.

The full statements in Chapters II, III, and IV, convey all necessary details respecting these estimates. It is sufficient here to state that the gross amount required to close existing breaks, exclusive of the works now under construction, is:

Louisiana.....	3,198,700 cubic yards cost, at 50 cents,	\$1,599,350
Mississippi.....	867,000 cubic yards cost, at 30 cents,	260,100
Arkansas.....	3,200,000 cubic yards cost, at 40 cents,	1,280,000
Missouri.....	800,000 cubic yards cost, at 40 cents,	320,000
Total.....	8,065,700	3,459,450

*Permanent system.*—In estimating for the permanent system the heights already given, referred to the high-water level of 1858, have been adopted; but the want of proper surveys is severely felt in attempting to reduce them to heights above the ground. Moreover,

it is quite impossible to decide how much of the existing levees can be utilized, and how much will only serve for local front levees. What increase in height will be caused by moving the location back sufficiently to secure reasonable permanency, cannot certainly be determined from data now at hand.

The method heretofore employed in such estimates has been to compute the contents of a levee having the requisite height and cross-section, and following, as do most of the existing embankments, the immediate banks of the river. This plan has been adopted by us in making the estimates for Louisiana, assuming that the high water of 1858 was four feet deep along this line. In Mississippi the actual line of levee has been adopted for the estimates, thus throwing out some bad bends. The high-water level of 1858 has been assumed at four feet above the ground. In Arkansas and Missouri the reconnaissance was sufficiently elaborate to give the present location, and the corresponding heights of the levee and of the flood-level of 1874, above the ground. By the use of the table of comparative flood-heights in Chapter I, the latter was reduced to that of 1858, and the estimates were thus made to give, correctly, the contents of a levee of proper height, situated upon the present site.

The form of cross-section adopted has been for levees of ten feet in height and under, the crown equal to the height, with slopes of 3 to 1 and 2 to 1. For heights greater than ten feet the crown has been taken at ten feet, with slopes of 3 to 1 on both sides. The computations are for finished embankments, with no allowance for settling.

We have not deducted the contents of existing levees from these estimates, partly because it is not known how far they can be utilized in the new embankments, and partly because a more retired location, although probably shortening the line, will necessarily increase its height, and thus call for increased cubical contents.

In fact it should be distinctly understood that until extended surveys have been made no really satisfactory estimates of quantities are possible. The following are offered only as approximations, designed to fix some limits for the probable cost. It will be noticed that no items are inserted for extending the system to the valleys of the tributary streams, (except incidentally, the south bank of Arkansas River,) for local front levees, for annual repairs, and for inspecting and guarding the system.

The estimated cost per yard given below is believed to be sufficient to build the levees by employing such mechanical appliances and manual labor as have heretofore been in general use. There is, however, every reason to believe that, with the adoption of a permanent system, such as we have recommended, the certainty which will attend the locations and payments, and the more thorough outfit which will be warranted by large contracts, will enable superior methods of construction to be adopted, and thus will cheapen the price.

*Estimates for permanent system.*

District.	Contents, cubic yards.	Cost at forty cents per cubic yard.
Saint Francis, bottom-lands .....	17,265,000	\$6,906,000
White River, bottom-lands .....	4,652,000	1,700,800
Yazoo, bottom-lands .....	31,188,000	12,575,200
Tensas, bottom-lands .....	36,690,000	14,676,000
Louisiana, below Red River, right bank .....	15,114,000	6,045,600
Louisiana, below Baton Rouge, left bank .....	9,605,000	3,842,000
Total .....	114,774,000	45,900,600

The levees contemplated in these estimates are large, much larger than residents of the alluvial lands in general anticipate; but, in the language of General Humphrey's report of 1866, they "would not, when greatest, exceed in magnitude those on the right branch of the Rhine below Arnheim, which protect the most fertile part of Holland. These levees are exposed at high water to as strong a current as that of the Mississippi in flood, and also to the destructive effects of ice. But the occurrence of crevasses, such as take place with every great flood of the Mississippi, are there unknown. Should they happen, the ruin of a large part of the most productive portion of Holland would follow, as extensive tracts protected by the levees are lower than the surface of the sea, and their reclamation from overflow could only be effected by a drainage similar to that which has been applied to the lake of Harlem. The supervision, watching, and repair of these levees is costly, but effective and remunerative. The levees of the Mississippi, as now existing, are trifling compared to the interests they protect, and to the levees of the delta rivers of Europe—the Po, the Rhine, and the Vistula."

With a view to giving exact information as to the extent of the interests dependent upon the levee system at the present day, the commission has had prepared, by Mr. A. D. Banks, a summary statement of the areas of lands situated in the region in question, and under cultivation since 1840, with the corresponding crops. This paper is appended, marked C. It shows that vast interests are already at stake; but with a perfected system the figures will be largely increased. It is estimated that "the total area of the bottom-lands is about 32,000 square miles, of which a mere narrow strip along the main stream and its principal tributaries and bayous has been heretofore open to cultivation. Protected against the river and properly drained this would render available at least 2,500,000 acres of sugar-land, or more than double the amount heretofore planted; about 7,000,000 acres of the best cotton-land in the world, capable of yielding a bale to the acre; and not less than 1,000,000 acres of corn-land of unsurpassed and inexhaustible fertility."

**Plan recommended.**—In fine, then, in accordance with the terms of the law constituting this commission, we submit the following plan for protecting the alluvial region of the Mississippi River against overflow, premising that, in our judgment, no practical aid can be derived from any diversion of tributaries, or making of artificial reservoirs; that cut-offs are very pernicious, and that artificial outlets, although correct in theory, find no useful application to the Mississippi.

The plan to consist, first, in keeping open the Atchafalaya and the La Fourche, and, if borings shall show it to be safe, in re-opening the Plaquemine; second, in a general levee system extending from the head of the alluvial region to the Gulf, including the valleys of the tributary streams. The requisite laws to be enacted by the several riparian States to give the right of way; to confer the authority to make borrow-pits and bench-marks; to secure the levee from injury from cattle and hogs running at large, and to order out in times of danger, under suitable penalties for non-compliance, the population residing within reasonable distance from the levees. The main lines of levee to be of sufficient height (as already computed) to restrain the floods, and of the requisite cross-section to resist the action of the water. Where reasonable security against caving requires large areas of front lands to be thrown out, protection against ordinary high waters is to be given by low front levees, closely following the bends. Suitable sluices and

gates, in such cases, to be provided in the front and main levee for the rain-water drainage.

The essential conditions which must be considered in devising any proper system of levee administration for our great alluvial valley are the following: The country is divided into six natural drainage-districts: the Saint Francis bottom-lands, comprising the west bank of the river from Cape Girardeau to Helena; the White River bottom-lands, lying between Helena and the mouth of the Arkansas; the Tensas bottom-lands, extending from the Arkansas to Red River; the Yazoo bottom-lands, lying between the bluffs below Memphis and Vicksburgh on the east bank; Louisiana, below Red River, on the west bank; and Louisiana, below Baton Rouge, on the east bank.

Each of these districts, so far as the problem of protection is concerned, is a unit, and should have a responsible chief engineer, clothed with ample powers. He should be provided with necessary funds regularly supplied; be protected by careful legislation granting the right of way for the levees, and the necessary borrow-pits, with full immunity against local injunctions and other interference; in times of flood he should have the power, under prompt, adequate penalties, in case of refusal, to compel the personal attendance and assistance upon the levees of every able-bodied man resident within a reasonable distance of the same, whether such services are needed for guard duty or for repairs; and in turbulent districts he might even require an organized police, independent of the local authorities.

Although each drainage district would thus be under the full control of its chief for all internal matters, certain general relations, which cannot be ignored, exist between them all, and require mutual responsibility; such as the location of the levees on the opposite banks in such a manner as to avoid any local engagement in floods; co-operation in collecting data, and establishing similar heights of levees in the same vicinity, &c. To secure these ends, a general board of commissioners, composed of a president and the several district chiefs, should have a permanent organization and stated times of meeting. This board should report to and submit its acts to the decision of the supreme authority from which it derives its legal existence, and to which all appeals against the acts of its individual members should be referred.

Without some such strong and simple organization, it is the deliberate opinion of this commission that the alluvial region can never be securely protected against overflow.

How this organization shall be constituted, whether by the General Government or by a mutual compact entered into by the several riparian States, and how its works shall be executed, whether by day-labor or by contract, or through the agency of a company, are matters distinct from the engineering problem, for the solution of which this commission is instructed to submit a plan. They fall within the especial province of legislative action.

To supply the data to carry this plan of protection into effect, the commissioners recommend an elaborate survey, as above indicated, be made so soon as possible by the General Government.

Pending its completion, any funds that may become available for constructing levees should be applied to repairing such breaks in the existing system as expose large areas to overflow, due regard being had to avoid danger from caving.

It must, however, be distinctly understood that all existing levees upon the Mississippi are graded entirely too low, and that they are certain to be overflowed in any great flood, unless relieved by crevasses.



Whether the funds necessary to carry this system into operation shall be loaned or appropriated by the General Government, or be raised by general taxation in the States interested, or be supplied by the owners of the lands to be reclaimed, does not properly come within the province of this commission to recommend. We are, however, satisfied that in the present impoverished condition of the country, but little can be done, either by the States or by the landed proprietors, unaided by the General Government.

Very respectfully submitted.

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 HENRY L. ABBOT,  
*Major of Engineers, Brevet Brig. General U. S. Army ;*  
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 P. O. HÉBERT,  
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CHARLES M. FAUNTLEROY,  
*Secretary.*

## CHAPTER I.

### ANALYSIS OF MISSISSIPPI FLOODS SUBSEQUENT TO THAT OF 1858.

BY COMMISSIONER HENRY L. ABBOT.

The data available—Flood of 1874—Flood of 1867—Flood of 1865—Flood of 1862—  
Proper height of levees.

The object of this chapter is to determine what may safely be adopted as the standard flood-volume, in devising plans for protecting the alluvial region against overflow, and to deduce therefrom the proper heights for the levees.

#### DATA AVAILABLE.

The investigations and surveys conducted by General (then Captain) A. A. Humphreys, between the years 1850 and 1861, and fully elaborated in the report upon the physics and hydraulics of the Mississippi, (which constitutes professional paper No. 13 of the Corps of Engineers,) resulted in a definite solution of this problem. In that report the whole subject is thoroughly discussed, and the dimensions of the levees in all parts of the region are computed in detail from the data obtained by actual measurement in the flood of 1858. That flood was adopted as the standard, because a close comparative analysis of all other recorded floods, including that of 1859, proved that in no other would the maximum discharge have been in excess of what would then have occurred had the levees been able to restrain the river to its bed. Hence at the date of that report (1861) the probable difficulty and cost of a perfected system which should give to the plantations upon the banks of the Mississippi

the same security that is enjoyed by the fields of Holland was established. The only point left for further investigation was whether the flood of 1858 had been correctly assumed as a standard, a point which time alone could certainly determine.

Since 1859 there have been but four great flood-years, 1862, 1865, 1867, and 1874, the others belonging to the class of ordinary high waters, in which the projected levees would have largely exceeded the requirements of the maximum volume. To decide, therefore, at the present time upon the proper dimensions of levees for the Mississippi, we have only to compare carefully those four great floods with that of 1858 to ascertain whether or not the water-marks and recorded facts indicate a maximum discharge at the head of the alluvial region or just below the mouths of any of the lower tributaries in excess of that which would have occurred in 1858 had all the water been confined to the channel from Cape Girardeau to the Gulf. If this question be decided in the negative the flood of 1858 remains a safe standard; if in the affirmative, the estimates in the physics and hydraulics of the Mississippi must be modified to allow for the increased volume to be apprehended.

The first point, then, for attention is the extent of the information which has been preserved respecting the four great floods in question.

When acting as assistant to General Humphreys upon the examination of the levees in the winter of 1865-'66 I made every effort to collect facts respecting the floods of 1862 and 1865. Sufficient high-water marks were found to indicate, with a good deal of precision, the level attained by each of those floods as compared with that of 1858 throughout the alluvial region. Through the kindness of Mr. Augustus V. Taylor, at Cairo, and of Mr. G. W. R. Bailey, at New Orleans, daily records of the stand of the river at those points in 1865 were received. Some meager information respecting the condition of the different tributaries during the two floods was also secured; but the war had distracted attention from river phenomena, and the lapse of time had rendered it impossible to collect as full data as could be desired, especially for the flood of 1862.

Before the flood of 1867 had subsided instructions were issued from the headquarters of the Corps of Engineers to Brevet Brigadier-General McAlester, at New Orleans, to Brevet Colonel Merrill, at Saint Louis, to Brevet Major Burroughs, at Nashville, and to Mr. W. Milnor Roberts, superintending engineer of Ohio River improvements, to collect all possible data respecting the overflow. Circular letters were accordingly at once addressed to the different civil and military authorities, requesting facts. Many valuable letters were received in reply, and upon this material and a few other data received from Mr. S. Staats Taylor, at Cairo, and from Colonel Merrill, at Saint Louis, the following analysis of this flood is based:

For the flood of 1874, excellent records have been available. In accordance with the resolution of Congress, approved February 21, 1871, nineteen permanent water-gauges have been established, under the direction of the Chief of Engineers, upon the Mississippi River and its principal tributaries; the object being to secure such records as during high water shall be useful for the solution of the levee problem, and in ordinary and low stages shall benefit the steamboat interest. The work has been in charge of Major Merrill, Corps of Engineers, and the results are of great value, particularly as care has been observed to connect the new with the old bench-marks, and thus to secure exact comparisons with former floods. The widely extended system of meteorological observations, supplemented by river-records, taken under the direc-

tion of the Chief Signal-Officer of the Army, has also been of much assistance. Daily gauge-records at Rock Island, Ill., and Saint Paul, Minn., have been received from Colonel Macomb and Major Farquhar, Corps of Engineers, respectively. From Major Benyaard, of the same corps, I have received full information respecting the freshets in Yazoo and Washita Rivers, and a very complete collection of newspaper extracts and personal notes respecting that great flood. Newspaper extracts of value have also been received from General M. Jeff. Thompson, of Louisiana, who also supplied me with an official list of the crevasses in Louisiana, with information respecting the height attained by the floods at various points. From Mr. William H. Bell, city surveyor, records showing the daily level of Lakes Pontchartrain and Borgne, and of the Mississippi River at New Orleans, have been received, with other valuable diagrams and data.

Information bearing upon the discussion has also been freely extracted from the reports of the other members of this commission, which constitute the remaining chapters of this report.

In order to convey a clear idea of the daily condition of the Lower Mississippi in these several floods, I have prepared accompanying Plate I, upon the same scale as that adopted in the report upon the physics and hydraulics of the Mississippi for illustrating the floods there discussed. The daily gauge records, and the notes respecting the several tributary streams, are also appended for future reference, marked D and E. Copies of the precipitation charts of the Signal Service United States Army for February, March, April, and May, 1874, are also added.

Before proceeding to the detailed discussion of the four floods, the following table is presented to exhibit their relative high-water marks, as compared with the floods of 1858 and 1859. It is properly a continuation of the flood-table on page 170, Physics and Hydraulics of the Mississippi. The sign + denotes that the flood in question exceeded the height attained in 1858; and the sign — that it fell short of that height. The numbers following the signs denote the difference in height of the two floods, expressed in feet. In comparing the high-water levels in these different floods, the fact must be borne in mind that five cut-offs have occurred during the period, viz, the American Bend cut-off, on April 15, 1858; the Napoleon cut-off, on April 11, 1863; the Terrapin Neck cut-off, early in March, 1866; the Davis cut-off at Palmyra Bend, on February 10, 1867, and the Council Bend cut-off, on May 10, 1874. Also, that Bayou Plaquemine was closed in 1865, thus adding about 6 inches to the normal flood-height at New Orleans.

*Heights of recent floods compared with 1858.*

Locality.	1858.		1859.		1862.		1865.		1867.		1874.	
	Date.	Diff.	Date.	Diff.	Date.	Diff.	Date.	Diff.	Date.	Diff.	Date.	Diff.
Saint Louis	June 15											
Calro, Ill.	June 21-22	-3.1	May 7	-3.9	Apr. 26	-5.7	Apr. 26	-12.0	Feb. 21	-12.6	Apr. 24	-19.2
Norfolk, opposite Island 1					May 2	+1.2	May 2	-10.3	May 21	-8.7	June 20	-18.7
Five miles above Osceola						-0.2		-1.6	Mar. 21	+0.9	Apr. 26	-2.2
Memphis	June 17-23				May 6	+0.5		-2.1		+0.7		-2.4
Head of Cat Island	June 23	-0.1	May 12-13	+0.5		+0.7		-0.6	Mar. 20-24	+0.3		
Foot of Cat Island		-0.3				+0.7		-0.2	Mar. 26	+0.0	May 1-3	-0.3
<i>Out-of, May 10, 1874.</i>												
Head of Walnut Bend		-2.0				+1.1		-0.4				
Holena	July 2-6	-1.0	Mar. 22	+1.8		+1.7		-0.2	Apr. 1	+1.2	May 11	+1.2
Friar's Point		-0.8				+1.7		0.0	Apr. 1-3	+2.3		
Wilkinson's Landing, Island 63		-1.0				+0.9		0.0				
Sundowner Landing, Island 66		+0.3				+0.8		-0.7	Mar. 15	+0.4		
<i>Out-of, April 11, 1863.</i>												
Six miles above Beulah	Apr. 1 and July 8	0.0	Mar. 22	+1.4	May 4	+1.4	Apr. 12	+0.1	Mar. 14	-0.4	Apr. 30	
Napoleon	Apr. 6-7	+0.3	Mar. —	+2.1	Apr. 20	+2.1		+1.8		+1.3		
Ten miles below Napoleon												
Loma, (head above Greenville)												
Columbia, (head above Greenville)												
Argyle Landing, Island 83												
Greenville						-1.4		-3.1				
Bennyville, foot Island 84						-1.0		-4.3	Apr. 1	-3.4		
<i>Out-of, April 15, 1858.</i>												
Grand Lake Landing, Island 69	Apr. 8	+0.8	Apr. 25-28					-1.0		-1.6	Mar. 20-23	-2.5
Providence												
<i>Out-of, March, 1866.</i>												
Vicksburgh	June 26-27	+1.3	Apr. 21-30	+2.2	Apr. 27	+2.2		-0.5		-0.1	May 1-5	-3.2
<i>Out-of, February 10, 1867.</i>												
Natchez	June —	+1.2	May 2	+2.1							Apr. 20	-2.6
Baton Rouge		+0.3	May 6	+1.3							Apr. 16	+1.5
Carrollton	May 10-12	+0.4	May 6	+0.8							Apr. 16	+1.0

In this connection, the attention of levee-engineers should be invited to the unfortunate fact that the local high-water marks of the flood of 1858 are rapidly disappearing. The highest water-level of that flood constituted the datum-plane to which all the computations for heights of projected levees were referred in the Mississippi survey of 1850-'61; and it is, therefore, a matter of primary importance that the actual local high-water level of that year shall be carefully preserved by permanent benches. To aid in approximately redetermining the marks when lost, as well as to compare the more recent floods with each other, the following table has been prepared for points where the marks of 1858 have disappeared. The arrangement is the same as the last, to which it is supplementary, the only difference being that for each locality, the letters B. M. indicate the flood whose high-water plane has been selected for comparison with the rest. It is greatly to be regretted that the loss of the flood-mark of 1858 prevents a consolidation of these two tables.

Indeed, as a preliminary to the systematic construction of levees throughout the alluvial region, a careful survey, including accurate lines of levels on both banks, frequently connected with each other, should be extended from the forts to Cape Girardeau, and permanent iron or stone benches should be established at short intervals, protected against injury by stringent legislation. As the survey advanced, every authentic high-water mark, and all exact data as to the rate of caving in the bends, would, of course, be noted and recorded for permanent reference hereafter. With such a survey as a basis, and with numerous water-gauges placed in connection with it, and observed daily, the work of properly constructing a grand system of levees might be undertaken with confidence. Without it, everything must be uncertain; some levees will be built too high, and others too low, in spite of the best efforts of the superintending engineer. Flood-levels are too varying and uncertain to serve as a proper datum for works of construction of this magnitude.

*Comparison of recent floods—reference to 1858 lost.*

Locality.	1862.		1865.		1867.		1874.	
	Diff.	Date.	Diff.	Date.	Diff.	Date.	Diff.	Date.
New Madrid .....	B. M.				-0.7	Mar. 25-27	-2.0	
Osceola .....	B. M.				-0.3	April 1		
<i>Cut-off, May 10, 1874.</i>								
Yazoo Pass .....					B. M.		+0.4	
Delta .....					B. M.		+0.3	
Fort Penny, (opposite Friar's Point) .....	B. M.						+2.0	
Australia Landing .....							(*)	(*)
Concordia .....	B. M.				-0.6	March 28	(*)	(*)
One mile above White River .....	B. M.				-1.7	March 30		
Turkey .....	B. M.						(†)	(†)
Three miles below White River .....	B. M.				-0.9	March 30		
<i>Cut-off, April 11, 1863.</i>								
Bolivar Bend, (Island 75) .....	B. M.		-0.7				(†)	(†)
Cat Fish Point .....							+1.8	
Island 82, (below Guinea Landing) .....	B. M.						-1.0	
Choctaw Bend, (Island 83) .....	B. M.		-0.5		-0.8	March 20		
Egg's Point, (foot of American Bend Cut-off) .....							(*)	(*)
Hilliard Landing, (near Louisiana line) .....					B. M.		-1.0	
Bunche's Bend .....	B. M.				-2.1			
Skipwith's Landing .....	B. M.						-4.0	
Wade's Landing, (Island 93) .....	B. M.				-1.5	April 8		

*Comparison of recent floods, &c.—Continued.*

Locality.	1862.		1865.		1867.		1871.	
	Diff.	Date.	Diff.	Date.	Diff.	Date.	Diff.	Date.
Providence .....	B. M.				-1.6		-3.5	
Ben Lomond, (opposite Providence) .....	B. M.				-2.0		-5.0	
Hay's Point, (eight miles below Providence) .....	B. M.				-3.0		-4.5	
<i>Cut-off, March, 1866.</i>								
Mouth of Yazoo River .....	B. M.				0.0			
Island 104, (Diamond) .....	B. M.				-1.0			
<i>Cut-off, February 10, 1867.</i>								
Foot of Davis's Cut-off .....	B. M.				+1.0			
Hard Times .....	B. M.				+1.0			
Red River Landing .....			(§)	(§)	B. M.		+0.4	April 1
Morganza .....	B. M.						+1.1	April 1
Duval's, (Island 124) .....	B. M.		-3.5					

\* Below 1856 and subsequent floods. † Highest since 1857. ‡ Any flood since 1857. § Equal 1862.

## FLOOD OF 1874.

As the records of this flood are more complete than of either of the others, it will be considered first.

The appended copies of the War Department monthly precipitation-charts for February, March, April, and May, reveal at a glance meteorological conditions which caused the flood. In February, the rain-fall throughout the alluvial region was not unusual, and, as appears from Plate I, the river was generally about at mid-stage. In March, heavy rains prevailed throughout the lowlands below Cairo, thus filling the swamps and swamp-rivers, and rapidly raising the Mississippi itself. In April, these rains became excessive, and extended eastward over the valley of the Tennessee and Cumberland Rivers. The character of this deluge is well shown by the following tables, which fully account for the general overflow, and confirm the opinion, derived from the study of former floods, that the greatest inundations of the Lower Mississippi are caused by precipitation near the parent stream, and not among the distant mountains. The May map sufficiently explains the early subsidence of the river by showing that an unusual drought prevailed throughout the submerged district; thus permitting the rapid emptying of the swamps and consequent drainage of the cultivated lands.

The following monthly rain-records were furnished by the Signal-Service. The average precipitation at the same localities is quoted, for comparison, from the Physics and Hydraulics of the Mississippi:

*Average precipitation.*

Station.	Number of years observed.	Downfall of rain in inches.				
		Spring.	Summer.	Autumn.	Winter.	Year.
Memphis .....	2	11.0	7.9	7.9	15.0	41.8
New Orleans .....	24	11.1	16.6	11.8	12.0	31.5
Saint Louis Arsenal .....	19	12.8	13.8	8.8	8.2	41.6
Vicksburg .....	15	11.7	11.2	10.9	15.0	48.9

*Rain-fall in inches, Lower Mississippi Valley.*

Date, 1874.	Cairo, Ill.				Memphis, Tenn.				Vicksburg, Miss.				New Orleans, La.			
	February.	March.	April.	May.	February.	March.	April.	May.	February.	March.	April.	May.	February.	March.	April.	May.
1									0.18	0.34			0.08	0.05	0.68	
2									0.06				1.51			
3		0.23		0.08	0.13			0.07				0.02				
4				0.03				0.03								
5		2.06			0.02	0.05	0.01		0.63		0.01	0.10			1.34	
6	0.47	0.79	0.46		0.27	2.22	0.01		0.04	1.23	0.03		0.85	1.54		
7			0.06			1.00					2.00		0.19		0.70	
8			1.77			1.65					4.46				0.73	
9			1.85			1.22					0.39				0.02	
10		0.01			0.14				0.18							
11					0.05				0.91				0.12			
12	0.01															
13	2.36		0.64		0.37		0.04		0.32		0.03		0.12		0.08	
14			0.77			0.02					0.01		0.01	0.62		
15		0.17	0.68	1.12	0.26	3.60	0.11		1.95	4.18	0.06	0.02	1.23			
16		0.03	0.08						0.78	0.82	0.03		0.84	3.84		
17	0.14				0.64				1.19	0.02	0.65		1.19	1.80		
18		1.36			0.90	0.11					1.04					
19	0.01	0.30	1.93		0.52	1.52			0.06	4.42				1.98		
20	0.71		0.01		0.18	0.42						0.01				0.01
21	2.12				0.27	0.53			0.84	0.11		0.02				
22	0.90		0.15		0.77		0.86	0.31	1.52	1.96	2.89	0.02	0.70	1.40	0.56	
23	0.05		0.21		0.01		0.01			1.52	1.40		0.05	0.07	1.75	
24											0.82		0.15	0.21	0.04	
25	0.02				0.03				1.02			0.03				
26		0.02														
27	0.98				0.01											
28	0.58		0.21	1.53		0.13			0.13	0.36	0.02		1.94		0.02	
29			0.07		0.55				0.49				1.31			
30		0.25		0.04	0.49		0.02									
31		0.45			0.30		0.10		0.64				1.14		1.19	
Total	7.35	6.65	7.57	1.55	4.10	6.61	10.16	0.63	3.47	1.86	22.24	0.16	3.65	7.57	13.63	0.22

*Rain-fall in inches, valleys of tributary streams.*

Date, 1874.	Saint Louis, Mo.				Louisville, Ky.				Shreveport, La.			
	February.	March.	April.	May.	February.	March.	April.	May.	February.	March.	April.	May.
1	0.24	0.02				0.01	0.05		0.06	0.24		
2				0.05					0.04			0.03
3		0.19		1.84				0.21				0.01
4		0.03		0.55		0.18		0.09				
5		1.01	0.47			0.35	0.32		1.90			
6	0.02	0.47	0.25		0.47	1.71	0.16		0.03	1.00		
7					0.01	0.10	0.32				2.18	
8			0.08				0.14				2.00	
9							1.09				0.08	
10				0.02						0.80		
11				0.06						0.02		
12	0.12			0.05				0.26				
13	1.40		0.09		2.12		0.04		0.89		0.85	
14			0.03	0.39		0.75			0.29	0.09		
15		0.07	0.01	0.08		0.03	0.84	0.20	1.02	1.66	0.02	
16		0.16	0.37			0.30	0.08		0.91	0.11		
17		0.01				0.07	0.03	0.02	0.25		0.03	
18		0.49			0.03	0.88					0.12	
19		0.02	0.07	1.33	0.01	0.28	1.45		0.60	0.08		
20		0.13	0.01	0.06	0.30	0.48	0.13		1.18			
21		1.14			1.31				0.43	0.49	0.65	
22		0.24		0.10	0.23		0.03		2.16	0.06	1.80	
23			0.01		0.41		0.11	0.39	1.92	0.41		
24							0.07					
25					0.10		0.10					
26		0.02			0.02							0.25
27		0.07	0.10			0.65	0.19		0.78			
28	0.35			0.42		0.16	0.11		0.50		0.58	0.59
29				0.01						0.52		0.02
30		0.90				0.13						
31		0.84				1.95			0.22			
Total	3.66	4.36	3.43	3.70	5.18	6.63	6.01	1.17	7.04	9.27	10.64	0.92

The following facts respecting the downfall at Baton Rouge were communicated by Mr. Waller, who has done so much by his careful records to preserve the history of important meteorological and nautical facts: The total rain-fall in March, 1874, was 7.2 inches, and in April, 18.1 inches. During the night of the 15th and morning of the 16th of April, 7.9 inches fell. During the four and one-half days from April 15th to April 19th, the unprecedented amount of 15.4 inches fell; during the twenty-eight days from March 23d to April 19th, this quantity was 22.5 inches.

The following facts and tables convey correct information respecting the crevasses which were open in this great flood. They are derived from the reports of Commissioners Sickels, Benyaurd, and Hétu, which constitute the remaining chapters of this report.

In Missouri and Arkansas these breaks were so numerous that it was unnecessary to recapitulate them in detail here. Suffice it to say that between Commerce, Mo., and New Madrid, there were 23.9 miles of crevasses and breaks; thence to Helena there were 68.2 miles; thence to Great Cypress Bayou, below Napoleon, there were 20.5 miles; thence to the Louisiana line there were 23.9 miles.

The following tables exhibit the crevasses in the States of Mississippi and Louisiana in detail:

*Yazoo bottom crevasses—flood of 1874.*

Locality.	Date of discharge.		Maximum width.	Maximum depth at high water.	Remarks.
	Beginning.	Ceasing.			
Protter's Point, opposite Helena.	May 10	.....	<i>Fect.</i> 750	<i>Fect.</i> 12	Broke in evening.
Maynard, $\frac{1}{4}$ mile above Friar's Point.	May 10	.....	750	13	Broke at daybreak.
Miller, $\frac{1}{4}$ mile below Friar's Point.	May 10	.....	150	20	Broke at sunrise.
Garth, 7 miles below Friar's Point.	May 10	.....	800	8	
McCloud, 12 miles below Friar's Point.	May 10	.....	640	14	
	May 10	.....	780	14	From McCloud's to Robinson's river poured over tops of levees 6 to 7 feet high.
Beard, 13 miles below Friar's Point.	May 10	.....	470	12	Do.
Hurlburt, 15 miles below Friar's Point.	May 10	.....	600	14	Do.
Robson, 22 miles below Friar's Point.	May 10	.....	1,820	15	Do.
Melone, opposite Island 66.	May 10	.....	600	16	
Bell Beulah, (old river)	Apr. 30	.....	232	6	
Cook, 4 miles above Bolivar Landing.	Mar. 20	.....	1,350	5	Kept at 300 feet wide for weeks, then closed to 250 feet.
Bolivar Landing.	Mar. 15	.....	1,900	8	Abandoned.
Cennolly, Cat-fish Point.	Apr. 28	.....	700	20	Do.
Utopia, Washington County.	.....	.....	.....	.....	Do.
Miller's, Washington County.	.....	.....	.....	.....	Small break.
Griffin, Washington County.	.....	.....	.....	.....	Do.
Cammack, near Tallula.	(*)	(*)	15,000	3	Do.
Christmas, above Island 97.	(f)	(f)	10,700	1	
Dumbarton, near Island 98.	.....	.....	.....	.....	Small break.

\* Open many years.

† Open since the war.



*Louisiana crevasses—flood of 1874.*

Locality.	Parish.	Date of discharge.		Maximum width in feet.	Remarks.
		Beginning.	Ceasing.		
Ashton .....	Carroll .....	R.		14,000.4	Has been running for several years.
Basa, Upper .....	do .....	R. Mar. 13		3,310.44	Two breaks.
Basa, Lower .....	do .....	R. Mar. 13		1,100.4½	
Diamond Bend .....	Madison .....	R.		35,000.—	Has been running for several years.
Mount Pleasant, Upper .....	Tensas .....	R. Mar. 22		2,000.½	Ten or twelve breaks.
Mount Pleasant, Lower .....	do .....	R. Apr. 16		620.4	Eleven breaks.
Buckridge .....	do .....	R.		1,200.4	
Hartimes, Upper .....	do .....	R. Mar. 8		260.9	For nearly 3,000 feet water ran 2 feet deep over levee.
Hartimes, Lower .....	do .....	R. Mar. 22		1,400.9	
Johnson .....	do .....	R. Mar. 25		3,000.4	
Water-proof, Upper .....	do .....	R. Apr. 17		380.7	Hole in crevasse 40 feet deep and 160 feet wide.
Water-proof, Lower .....	do .....	R. Apr. 17		980.7	Hole in crevasse 40 or 50 feet deep and 900 feet wide.
Green's .....	Concordia .....	R. Apr. 28			These crevasses, although broken, cannot be considered as discharges, because the water ran into the river from the rear.
Glasscock's .....	do .....	R. Apr. 28			
Lake side .....	Point Coupee .....	R. Apr. 16		410.6	
Morganza .....	do .....	R. Apr. 16		1,710.16	Front crevasse. Rear crevasse measured 4,730 feet.
Morrison's .....	do .....	R. Apr. 15		120.5	
Point Marrow .....	West Baton Rouge .....	R. Apr. 6		2,630.5	Five breaks.
Hereford .....	do .....	R. Apr. —		835.4	Four breaks.
do .....	do .....	R. Apr. —		220.4	
Hickey .....	do .....	R. Apr. 16		2,500.8	
McCallum's .....	East Baton Rouge .....	L. Apr. 11	Apr. 26	705.6	Three breaks on front levee.
do .....	Iberville .....	R. Apr. 16	Apr. 19	40.3	
Bonnet Carré .....	St. John .....	L. Apr. 11		1,670.527	Average about 22.5 deep <sup>1</sup> at high water, 1874.
Bellechasse .....	Plaquemine .....	R. Apr. 17	Apr. 29	96.10½	
Greenwood .....	do .....	L. Apr. 7	Apr. 28	320.4	Two breaks.
Oat gro Grove .....	do .....	L. Apr. 8	Apr. 10	60.8	
St. Rosealie .....	do .....	R. Apr. 7	Apr. 10	70.2	
Bohemia .....	do .....	L.		120.2	
Point à la Pache .....	do .....	L.		170.2	

The condition of the great northern tributaries next claims attention.

The Upper Mississippi and Missouri were both low, as is sufficiently shown by the gauge-record at Saint Louis, where the water remained, with slight oscillations, about 25 feet below the high-water level of 1844. In other words, the river at Saint Louis only attained a medium stage during the flood of 1874.

In the Ohio River, above Louisville, there were several successive rises, but nothing like a flood. At Cincinnati there were four principal rises, culminating, on January 11, at 14.6 feet; on February 26, at 18.3 feet; on April 13, at 18.6 feet; and on May 1, at 16.5 feet below the great flood of 1832. These were all of short duration, and the river rapidly subsided between them. At the head of the falls at Louisville, the gauge averaged about 10 feet during March, and 12 feet during April, 19 feet being the maximum reading. The great flood of 1832 read 40.76 feet on this gauge. At Paducah, however, the contributions of the Tennessee, the Cumberland, and the other lower tributaries, produced a considerable freshet, which culminated on April 25-26 at a point only

6.1 feet below the great flood of 1867. A previous rise had reached a level less by 4 feet on March 10, and the river had then subsided 15 feet.

The flood in the Tennessee River was excessive. At Florence it was divided into two rises, with a fall of 12 feet between them, the first culminating, on March 24, at 12.7 feet, and the second, on April 17, at 5.1 feet below the great flood of 1867. A 6-foot rise also occurred in the first week in March.

By the middle of May the water had subsided 20 feet. A great freshet also occurred in the Cumberland River; the highest point (estimated at 50 feet above low-water mark) was attained at Nashville, on April 17, a point 11.7 feet lower having been reached on March 25, with a fall of 26.9 feet between them. An earlier rise had culminated on February 24, only 1.4 feet below that in March.

The Cairo gauge-curve (see Plate I) shows to the eye the aggregate effect of these freshets at the entrance to the low country. This city is a particularly important locality in all floods, being situated so near the head of the alluvial region, that, when the source of supply is known, a relative estimate of the maximum discharge into that district may be formed from a judicious study of the gauge indications there; but, in this connection, it is well to call attention to the following facts, which were fully established by repeated observations upon the Mississippi, and which, paradoxical as some of them may appear, are in perfect accordance with the laws governing flowing water. (See page 324, *Physics and Hydraulics of the Mississippi*.)

1. For any given level there is much more water passing when the river is rising than when it is falling.

2. At any given gauge-reading there is usually more water passing in a long and rapid than in a short and slow rise, but this is not always the case, the discharge being governed by the relative stage of the water in the channel above and below.

3. The maximum discharge, in any normal rise, occurs when the has reached a point a few inches below the highest point attained.

4. If, when a freshet has culminated, and the water either comes to a stand or begins to fall, a second rise occurs, it will cause the surface to rise considerably higher than would have been the case had the same volume passed without a previous diminution of supply. For instance, in the flood of 1851 the Mississippi, at Red River Landing, attained a certain stage, with a measured discharge of 1,200,000 cubic feet per second. It had ceased to rise and was just ready to begin to fall, with a discharge reduced to 1,160,000 feet, when the volume again increased to 1,200,000 cubic feet, raising the water-level to a point *two feet higher than before*. This was no isolated case, but was in strict accordance with general river-laws, as is fully explained on page 363, *Physics and Hydraulics of the Mississippi*.

It is therefore carefully to be borne in mind that the maximum discharges of two floods are by no means necessarily proportional to the relative water-levels attained in them. Under some circumstances the lesser discharge may cause the higher water-mark. These principles being understood, the facts connected with the flood of 1874 at Cairo will be considered.

A glance at Plate I makes it apparent that, neither in maximum volume nor in duration, was this flood comparable with that of 1858. It consisted of two rises—one culminating on March 11, and the other on April 26, with a fall of 10.7 feet between them. The first rise shows by its broken crest that its greatest height, 6.1 feet below high water of 1858, exceeded by several inches that due to the same volume had it

been delivered without a check in the supply. The second swell rose uniformly, 14 feet in 18 days, to the highest points attained, (2.7 feet below high-water of 1858.) After remaining within 3 feet of this level for 20 days, the river declined very rapidly to a low stage.

Comparing these facts with those noted in 1858—when the daily discharge was accurately measured—and remembering that the Upper Mississippi being low in 1874, no water worth considering could have entered the Saint Francis bottom-lands between Cape Girardeau and Cairo, we are able to decide with tolerable precision that the maximum volume discharged into the head of the alluvial region, in the latter overflow, was about 1,225,000 cubic feet per second, as compared with 1,475,000 cubic feet in 1858—difference, say, 250,000 cubic feet.

Clearly, then, a judicious levee system, based on the flood of 1858, would hardly have been tested in 1874 at any point above the mouth of the first tributary below the Ohio. This tributary is the Saint Francis River, entering ten miles above Helena. Unfortunately, in 1874 the conditions determining the high-water mark at this locality were not a little intricate.

First of all, the cut-off at Council Bend, situated a few miles above, must be considered. It occurred on May 10, 1874. On May 19, Mr. J. B. Miles, gauge-observer at Helena, under instructions from Colonel Merrill, proceeded up the river to learn the facts concerning it. He reports as follows: It began to make at 10 a. m., and in a few hours the entire river passed through the new channel, the current round the bend almost ceasing. At Dr. Peters's plantation, just below the cut-off, the river rose 6 inches, and then began to fall, as it also did at Helena on the morning of May 11. At Commerce, one mile above the cut off, the people reported that the river fell 24 inches in twenty-four hours. A few miles higher, a fall of 15 inches on May 11 was reported. At twenty-five miles above the cut-off this fall was 8 inches, and at President's Island, nine miles below Memphis, 4 inches. The river was about at a stand when the cut off occurred, and the shortening did not exceed twelve miles.

The normal effect of a cut-off has been well established to be the following: The water-level is raised just below it by an amount equal to half the fall of the river, in a straight portion equal in length to the shortening of the channel, and is lowered just above it by an equal amount, plus the fall required to overcome the resistance due to the curvature of the bend. The following computation is based on data furnished in the Physics and Hydraulics of the Mississippi.

The fall per mile in a straight portion of the river between Memphis and Helena was, in this flood, 0.24 foot, which, in twelve miles, amounts to 2.88 feet. For the resistance due to the curvature, we have:

$$\frac{v^2 \sin^2 a}{134} = \frac{36 \times 3.0}{134} = 0.8 \text{ foot.}$$

Hence the lowering above the cut-off should equal,  $\frac{2.88}{2} + 0.8 = 2.24$  feet or 27 inches.

And the raising below should equal  $\frac{2.88}{2} = 1.44$  feet or 17 inches.

The former accords well with the reported fall, viz, 24 inches, but the latter indicates a discrepancy of  $17 - 6 = 11$  inches, for which an explanation should be sought. It will be found in the following facts.

Although the levees along the Saint Francis front were in a worse condition in 1874 than in 1858, the crest of the wave sweeping past Cairo

was so much lower that it lost far less into the swamps. But the extraordinary rain-fall during March and April, amounting at Memphis to 10 inches, or more than double the usual quantity, had already filled the river and the volume returned through the Saint Francis River and the banks in the vicinity is reported as immense. The levees below Cairo first resisted better than usual, and, until the morning of May 10, no crevasses had occurred within 25 miles of Helena. On this day, however, nine broke into the Yazoo bottom, and, two days later, another broke on the right bank, near Fort Penny, opposite Friar's Point. The effect of these breaks was not only to check the rise due to the cut-off at Cairo, but even to produce a sudden and anomalous fall in the river, which, at Friar's Point, amounted to ten inches. It is more probable from the coincidence in dates that the incipient rise occasioned by the cut-off was an important cause of the general and sudden destruction of the levees; but it should be noted that two of the breaks had already occurred a few hours before.

What, then, must be decided respecting the relative high-water charges in 1858 and 1874, at Helena? The latter flood actually rose 3 feet higher, but it is certain that the normal discharge was much less. In 1858 the Yazoo Pass and other immense crevasses in the vicinity were open when the great rise occurred, and accurate measurements established that, in consequence of the increased local slope due to the outlets, the volume actually passing Helena failed to attain its normal height by 3.2 feet. The statement of Mr. Miles—confirmed by the gauge records at Memphis and Helena—that the river was about at a stage on May 10, when the cut-off and crevasses occurred, would indicate that the high-water mark of 1874 was not sensibly affected thereby. The gauge-record at Helena shows that the river nearly came to a standstill after the real crest of the flood-wave passed, and again began to rise rapidly a few days later, as the discharge poured from the swamps. Judging by the measured effect of the similar occurrence at Red Bank Landing in 1851, already mentioned, this would indicate that the actual height attained was not less than a couple of feet in excess of that due to the discharge. Hence, all the facts lead to the belief that the actual maximum discharge in the two years was 1,334,000 cubic feet per second for 1858, and say 1,160,000 cubic feet for 1874; difference, 174,000 cubic feet.

This result implies that the mingled rain and returning Mississippi water received from the Saint Francis bottom-lands just above Helena at the date of high water there, more nearly than usual equalled the loss from crevasses and channel-filling experienced by the crest of the wave after passing Cairo; and hence, that these swamps hardly served as a reservoir during the flood, but simply delayed the date of high water at Helena about two weeks. This is perfectly consistent with all the recorded facts: that the crevasse loss was small; that the rise at Cairo was unusually prolonged; that the swamps were so full of rain-water as alone to raise the Saint Francis over its banks; and lastly, that the volume poured into the Mississippi at high water was enormous. The rain-water alone, thus contributed to the flood, may safely be estimated at 60,000 cubic feet, or double that received in 1858.

If the river had been confined to its bed by levees, the maximum discharge would have been much more reduced by channel-filling, between Cairo and Helena, than was actually the case; and the anomalous rise from the interference with normal changes of slope at Helena would not have occurred. Levees constructed to restrain the flood of 1874 must, then, have been largely in excess of the requirements in 1858, at least as far down as the mouth of the Arkansas.

low Helena the occurrence of so many cut-offs between 1858 and 1874, and the lack of exact data respecting the discharge of the numerous and immense crevasses in the latter year, render any close analysis of the actual high-water marks too much a matter of speculation to rest upon confidence. Fortunately, however, the condition of the several tributaries is known from daily gauge-records, kept above the influence of back-water from the Mississippi; and it is therefore quite possible to submit the flood to a discussion which will reveal what its maximum discharge would have been, as compared with that of 1858, had no losses occurred in either year; and hence what would have been the strain upon a perfected levee system, based upon the flood of 1858 as a standard. Neglecting, then, for the present, the actual overflows, the conditions which would have presented themselves if the river had been confined to its bed in 1874 will be considered.

The floods of 1858 and 1874 were of essentially different character, in respect to origin and local results. In 1858 an immense wave entered the head of the alluvial region, but received on its passage only small contributions from the lower tributaries. It deeply flooded the low bottom-lands, but comparatively spared the Tensas and Atchafalaya basins. In 1874 the volume entering the low lands was greatly increased; but on its passage it was largely re-enforced by freshets from the lower tributaries. Moreover, it spared the Yazoo district, and did no great ruin in the Tensas and Atchafalaya regions. Each flood was a standard of a distinctive class of overflows, and levees sufficient to strain both would afford all reasonable protection to the country.

The gauge records show that, in 1874, the date of maximum discharge of a perfected levees would have fallen between April 20 and May 10; that the wave from the Ohio would probably have encountered the maximum contributions of the year from most of the lower tributaries. In other words, there would have been an unusual and most dangerous coincidence in floods throughout the entire alluvial region. The first question is to decide what these several contributions would have been from the daily gauge-records and notes contained in the appendices, and from the known capacity of the rivers, as set forth in the Physics and Hydrology of the Mississippi.

There was no great flood—properly speaking—in the Arkansas in 1858. The highest rise of the season occurred at Little Rock on April 10, being then reported as 8 feet below the high-water level of 1857, which, itself, was considerably below that in the latter part of March, 1858, when the river stood 5 feet below its highest recorded stand, (1833,) and 1 foot below the great flood-mark of 1844, and 1 foot above that of 1867. In the White River there was a destructive overflow. The stream rose suddenly at Jacksonport in the latter part of February, and remained at a high stage until, on April 23, it culminated 1.78 feet above high water of 1867. It then fell slowly to low-water mark. The flood of 1858 in this river was probably at least equal to that of 1874; it attained at Des Arc, on April 10, a point only 1 foot below the great inundation of 1844. The want of exact comparative marks, however, is much to be regretted.

Now, the combined flood-discharge of these two rivers in 1858 was actually measured, and found to be 160,000 cubic feet per second. In 1874 the above facts show that it must have been decidedly less, and its contributions to the supposed flood-wave, with levees perfected, will accordingly be assumed at 130,000 cubic feet per second.

The Yazoo River is next to be considered. Fortunately, Major Benard succeeded in collecting valuable and accurate information respect-

ing it, which is given in full in Appendix A. There was a great fresh in 1874, the largest on record, due to rain-water alone. It culminated at Greenwood on April 22, at 0.2 feet above the high-water mark of 1849, when the Yazoo Pass was open, and the Mississippi was contributing a large volume to the discharge.

The following considerations lead to an approximate estimate of the maximum rain-water contributions of this tributary in 1874:

An inspection of plate I will show that while the Mississippi remained after March 20 sensibly at a stand at Lake Providence, it rose gradually at Vicksburg 3 feet, culminating on May 15. It then began slowly to fall, and had declined over a foot before May 21, when the Mississippi gauges above began to indicate a marked reduction of discharge in the channel. But the crevasse-water, flowing through the swamps to the Yazoo River, steadily increased in volume during this period, both from the formation of new and the enlarging of old breaks, (see list of crevasses.) Evidently, then, the *increase* of Yazoo rain-water discharge during the freshet of that river, must have raised the Mississippi in flood at Vicksburg 1.5 feet, which would indicate its volume as about 50,000 cubic feet, or, adding the usual rain-water drainage, say 90,000 cubic feet, per second, of rain-water, quite independent of any return of crevasse-water, at the top of the Yazoo freshet. What the crevasse-water was, may be thus inferred. The combined rain and crevasse discharge from the Yazoo, which raised the Mississippi, at Vicksburg 3 feet during the last three weeks of April, must, at its maximum, have equaled 110,000 cubic feet per second. Hence  $110,000 - 90,000 = 20,000$  cubic feet per second, came from the crevasses on May 1, and the volume increased gradually for many days thereafter.

These figures, although to a certain extent speculative, accord perfectly with the following facts, and therefore merit confidence: In 1874 the contribution of the Yazoo River at the top of the Mississippi flood was accurately measured, and it proved to be 129,000 cubic feet per second, of which only 30,000 cubic feet was rain-water. The maximum rain-water discharge of the Yazoo River in its great April rise of 1874 was measured, and was 70,000 cubic feet. The rain-fall at Vicksburg in 1874 was, in March, 9.86 inches; and in April 22.24 inches—amplified to account for so enormous a rain-water discharge from the Yazoo which more than once before has, unsuspected, worked ruin upon the country below.

We must, then, admit that the crest of the flood-wave, with perfect levees, would have received 90,000 cubic feet per second from this tributary.

The Red River next claims attention. The daily gauge-records at Shreveport, Alexandria, Camden, and Trinity, in Appendix 3, supply exact information, and prove that this tributary played a chief part in the flood in Lower Louisiana.

At Shreveport, the river began rising in January, attained a high stage in the latter part of March, culminated on April 29 to May 1 at a level only 2.8 feet below high-water mark, (flood of 1849,) and then soon declined.

At Alexandria the river rose steadily 23.4 feet between February 1 and April 4, thus attaining a very high stage, which continued, with slight oscillations, until May 12, when the water rapidly subsided. The highest stand was on May 8-10, but it did not vary more than a few feet from this level for fifty days. The highest mark was 1.6 feet below that in 1866; but, unfortunately, the relative stand, as compared with the great floods of 1849, 1851, and 1858, is not reported.



the Washita, the greatest flood on record occurred. The river at New Orleans was very high during the whole of March, and reached its highest point on April 19, after which it rapidly subsided.

These facts show that there was a coincidence in the floods, although probably not in the maximum discharges, of the Red and Washita Rivers in 1874, and that their united contribution to the great flood-wave of the Ohio would have been very formidable had the levees been completed. The data at hand does not justify a direct estimate of this flood in cubic feet, but the following known facts give an approximation.

In 1851, the united maximum discharge of these rivers and their tributaries, accurately measured, was 220,000 cubic feet per second, and in 1858 it was 180,000 cubic feet per second, no crevasse-water in either being included. These floods were the second and third, in height, of the 19th century; and the fact that in 1874 the Red River plantations above New Orleans, the Mississippi were not much damaged, does not indicate that the maximum discharge, even allowing for a greater volume of the Washita, exceeded, if indeed it equaled, the smaller of the two.

However, to avoid underrating the difficulties to be overcome, it will be assumed as equal; that is, as 180,000 cubic feet per second.

Respecting the outlet bayous the following facts have been collected: An official report of a commission of engineers to the governor of Louisiana, in 1872, states that no material difference, either in depth or width, has occurred in the Atchafalaya in the past 22 years. This result was reached by a comparison of actual surveys, which, repeated by the same commission in 1873, led to the same conclusion, except that a very slight abrasion of the channel and bank near the upper mouth was noted. These measurements, confirming the results obtained in 1851 and 1859 by the Mississippi survey, show that the discharge of the Atchafalaya at any given stand now may safely be estimated upon the same basis as in 1858.

Bayou Plaquemine was closed in the autumn of 1865, thus increasing the flood-discharge of the Mississippi below its mouth 35,000 cubic feet per second. Mr. G. W. R. Bayley states that this was necessary on account of the rapid cutting in holes of the blue-clay layer which produces a deep sand stratum in the bed of the bayou, thus threatening an enormous enlargement of its capacity, and the consequent submergence of an extensive district.

Bayou La Fourche remains unchanged in capacity as a relieving outlet of the Mississippi.

The following table, based upon the foregoing data, gives a comparative idea of the maximum volume which a perfected levee system could have confined to the channel of the river, throughout the alluvial basin, in the floods of 1858 and 1874. The same allowance for channel-filling is made for both floods, as the absolute oscillation upon which this depends would probably have been equal in the two years. Though not claiming numerically the accuracy of similar tables in the Physics and Hydraulics of the Mississippi, these figures are based upon established facts, and the general conclusions to which they point hardly be doubted.

*Flood of 1874 compared with that of 1858.*

Locality.	Actual maximum discharge per second.			Maximum discharge per second with levees perfected.		
	Flood of 1858.	Flood of 1874.	Difference.	Flood of 1858.	Flood of 1874.	Difference.
Head of alluvial region .....	<i>Cubic feet.</i> 1, 478, 000	<i>Cubic feet.</i> 1, 225, 000	<i>Cubic feet.</i> + 253, 000	<i>Cubic feet.</i> 1, 478, 000	<i>Cubic feet.</i> 1, 225, 000	<i>Cubic feet.</i> + 253, 000
Helena .....	1, 334, 000	1, 160, 000	+ 174, 000	1, 369, 000	1, 145, 000	+ 224, 000
Napoleon .....	1, 221, 600	.....	.....	1, 418, 000	1, 265, 000	+ 153, 000
Vicksburgh .....	1, 215, 000	1, 125, 000	+ 120, 000	1, 430, 000	1, 340, 000	+ 90, 000
Red River Landing .....	1, 238, 000	.....	.....	1, 338, 000	1, 395, 000	- 57, 000
Baton Rouge .....	1, 238, 000	.....	.....	1, 338, 000	1, 395, 000	- 57, 000
Donaldsonville .....	1, 197, 000	.....	.....	1, 328, 000	1, 385, 000	- 57, 000
Carrollton .....	1, 188, 000	.....	.....	1, 328, 000	1, 385, 000	- 57, 000

The table explains itself. It is evident that levees sufficient to strain the flood of 1858 would have been ample to protect the country in 1874, nearly as far down as the mouth of Red River. Here and below they would probably have failed, and crevasses would have released the channel. Another fact, moreover, must not be forgotten. The maximum discharge, with levees perfected, in 1858, at Donaldsonville and Carrollton, has been increased 31,000 cubic feet above the estimates and computations of the Physics and Hydraulics of the Mississippi which were based on the supposition that Bayou Plaquemine would be kept open. Its closure, which has been allowed for in the foregoing table, has increased the flood-discharge below its mouth 35,000 cubic feet per second, a serious matter, involving an increase in the height of the levees throughout the whole region, amounting to 6 inches at New Orleans.

Having thus obtained a proper understanding of the former nature of the flood of 1874, it only remains to consider the phenomenon actually presented below Helena.

As already stated, the levees in Tunica County, Mississippi, resisted the flood, and those in Coahoma County broke so late that only slight damage resulted. Bolivar County, less fortunate, suffered severely from a rise in Arkansas and White Rivers in March, but by drawing off the plus water from the Mississippi it aided in the saving of the rest of the country from the front; the Sunflower Valley was flooded from these breaks. As usual, the White River swamps and Desha and Chicot Counties, Arkansas, were deeply flooded.

The gauge at Vicksburgh shows that the actual volume which reached the mouth of Yazoo River by the bed of the Mississippi did not probably at any time exceed 1,000,000 cubic feet per second.

The channel-filling in this part of the valley is very small as compared with that above. Hence, it is evident that the amount discharged through the crevasses below Helena and above Vicksburgh must have nearly equaled 1,160,000 + 130,000 = 1,000,000 = 290,000 cubic feet per second. The greater part of this volume, which is about double the flood discharge of the Connecticut River passed through the crevasses in Carroll Parish and over the Arkansas line into the Texas bottom-lands already well watered by rain. Re-enforced by dangerous additions from the crevasses below Vicksburgh, it encountered near Trinity an extraordinary flood from the Washita, exceeding that of 1828, and thence poured onward in a huge volume to meet the flood of the Red River at and near the mouth of the Bayou. What the result would have been cannot for a moment be doubtful, even if the levees of Lower Louisiana had been intact, but they had already



d. The sea of water poured unresisted into Grand Lake, through Bayou Atchafalaya, and through the Morganza, Hickey, and smaller crevasses; into Lake Pontchartrain through the great Carre crevasse, and into the La Fourche basin and Saint Ber Parish through the breaks below New Orleans.

The immediate cause of the great Morganza and Hickey crevasses—most destructive of the year—was unusual. The March rise of the river had found all the lower tributaries swollen by local rains, and their combined influence the rise at Red River Landing was

By April 15 the river then had attained a very high stage, when a spread and extended rain-storm occurred. The downfall at Memphis April 15 was 3.6 inches; at Vicksburgh on the 15th and 16th it was 1.1 inches; at Baton Rouge on the 15th and 16th it was 7.9 inches, at New Orleans on the 16th and 17th it was 5.6 inches. In consequence of this storm the Mississippi at Red River Landing rose 6 inches in twenty-four hours, and immediately the Point Coupee levees gave way. The sudden fall which ensued at points below was scarcely less rapid, and is well shown by the curves on Plate I.

The almost tropical rain-storms which occur occasionally on the Mississippi have more direct influence than is generally supposed upon its level. An instance of the kind came under the personal observation of the writer, at Friar's Point, on March 13, 1866. There was a heavy tempest at 4 p. m., followed during the night by a literal deluge. At 10 a. m., on March 13, the river stood 5.20 feet below high water of 1867, having fallen 0.10 foot in the preceding twelve hours. At 9 a. m. on March 14 it stood 5.00 feet below the same bench-mark, after having nearly an inch since daylight. No wind affected these readings; it is evident that the rain which fell on the water-surface temporarily raised the local level 4 or 5 inches. Happening at very high stage, such a rise might well prove disastrous, as, indeed, the above shows was the case in 1874 below Red River Landing.

The overflow of the Atchafalaya basin was extreme in this flood. At Teche was deeply inundated from Saint Martinville down. At New Orleans, on Berwick's Bay, on April 19, the streets became impassable. The water continued to rise, gaining 11 inches in the forty-eight hours ending April 25, thus reaching a point 4.2 feet above its ordinary stand. On May 2 it was reported as only 1.6 feet below the high-water mark of 1867, and it rose 0.5 foot after that date. This elevation, though 2.1 feet below the high-water mark of 1828, was extraordinary for a flood of so short duration. In 1850, when the numerous crevasses continued actively discharging for more than four months, the water at New Orleans rose only to a point about 3 feet below the level attained in 1828.

The records of the city surveys of New Orleans, kept at Magnolia, on the new canal, show that the effect of the Bonnet Carre crevasse was to raise Lake Pontchartrain, suddenly, about 2 feet, beginning on April 17, and to keep it at this increased level for about ten days when it rapidly subsided nearly to its accustomed height. The same rise at the same place in 1871 produced a similar effect.

Obviously the facts recorded as to the overflow in 1874 corroborate the inferences derived from the foregoing analysis.

The following discussion of the floods of 1862, 1865, and 1867 is largely taken from a report addressed by me to the Chief of Engineers in 1869, published in Senate Miscellaneous Document No. 8, Forty-first Congress, first session:

H. Ex. 127—4

## FLOOD OF 1867.

In some respects its origin was peculiar. The winter of 1866-'67 marked, throughout the southern portion of the Ohio Valley, by unusual downfall of snow and rain; while in the region drained by Upper Mississippi and Lower Missouri the season was remarkably dry. A sudden thaw with warm rains in February caused moderate floods in the Alleghany and Monongahela Rivers, and in the smaller tributaries of the Ohio heading near the main stream; and a great flood, second only to the flood of 1858, in the Wabash. The combined effect of those freshets was to cause a very sudden rise in the Ohio, which culminated at Louisville on February 22, where it was only 8 feet below the high water of 1832; and at Caseyville, below the mouth of the Wabash, on March 1, where it was half a foot above the high water of 1832, the greatest of the recorded floods at that locality.

The same climatic influences extended over the valleys of the Illinois River and other southeastern tributaries of the Upper Mississippi, producing a moderate freshet in the Mississippi at Saint Louis. There it began on February 13, the river being 25.5 feet below the directrix; it culminated on February 21, at 9.3 feet below this benchmark. After remaining four days sensibly at a stand the river gradually subsided, until on March 21 it was 21 feet below the directrix. The freshet at Saint Louis was by no means a large one, being 16.9 feet below the high water of 1844, and 12.6 feet below that of 1858; still, it is evident that it almost exactly combined at Cairo with the February rise in the Ohio, and thus did its maximum of injury to the alluvial regions. The depth of the fall at Saint Louis was 2.3 inches in January, 4.8 inches in February, and 2.4 inches in March, showing a slight indication of the great winter rains, but none whatever of those in March.

Such was the condition of the rivers when, in March, a wide-spreading series of furious rain-storms occurred. The belt containing them extended from the head-waters of the Washita and White Rivers of Arkansas eastward across the States of Arkansas, Missouri, Kentucky, Tennessee, western North Carolina, and western Virginia; but it was in the mountain region, where heads the Tennessee River, that the greatest deluge occurred. The downfall here was entirely beyond precedent, raising the Tennessee River at Chattanooga, on March 11, 53 feet above low water, or 15.5 feet above any known water-mark. With the Cumberland, the Kentucky, the Green, and, indeed, all the lower southern tributaries discharging full floods into the Ohio before the February freshet had had time to pass away, this sudden Tennessee River flood raised the Lower Ohio to the highest stand ever attained. Fortunately the immense wave found the Mississippi burdened only with the previous freshets of the Upper Mississippi, the Missouri, and the Arkansas all being at high water. The Washita, White, Saint Francis, and Yazoo Rivers were swollen from the same rains, but probably not sufficient to produce much effect upon the great wave from the Ohio, which arrived rather too late to coincide with their freshets. This flood in the Ohio was no less remarkable for duration than for extreme height—matters of equal importance in effecting a flood in an immense channel like that of the Lower Mississippi. For thirty-two consecutive days, at Cincinnati, (February 1 to March 19,) the mean channel-depth was 51.3 feet, the greatest being 55.8 feet and 57.3 feet, on February 22 and March 14 and 15, respectively, and the least being 44.6 feet, on March 2 and 3. So long a continuance at this stage is beyond precedent.

In order to facilitate the comparison of this flood with that of 1858

have prepared the curves shown on Plate I. It is much to be regretted that no daily records for the lower river are available.

At Cairo, on February 1, the river was at an ordinary low-water stage, the water-surface reading 3.9 feet on the gauge of the Cairo City Company. On the morning of the 2d it had begun to rise rapidly. The February freshets in the Upper Ohio culminated at Louisville on February 22, being eight feet below high water of 1832; that in the Wabash at Vincennes on the same date rising half a foot above all known water-marks, and that in the Mississippi at Saint Louis on February 21-25 being 12.6 feet below high water of 1858. The combined effects of these floods arrived at Cairo on March 1, bringing the river to a stand at about the level of the high water of 1858, (0.2 foot above that level at the foot of Twentieth street, and 0.3 foot below it near the junction of the two rivers.) This rise of 36.7 feet in 28 days was unprecedented. The river then gradually declined until, on March 8, it had fallen 0.9 foot: it then again slowly swelled until, on March 21, it reached its highest stand, 1.4 feet above high water of 1858 and 0.1 foot above high water of 1862, at the foot of Twentieth street, and 0.9 above the high water of 1858, and 0.3 foot below the high water of 1862, near the junction of the two rivers. These discrepancies in flood-level must always be expected at Cairo, unless the water-surface is taken at the *junction* of the two rivers. Thus, Mr. Hely, city engineer, reports that on March 18, 1867, he found the Ohio water to be 11.5 inches above that of the Mississippi at the north junction of the Cairo levees, the stations being 60 feet apart. This second swell was, of course, due to the arrival of the combined Upper Ohio, Cumberland, and Tennessee rise. After culminating, the river at Cairo fell nearly as rapidly as it had risen.' (See plate.)

What do these facts indicate respecting the maximum discharge into the head of the alluvial region in the flood of 1867? This discharge must plainly have occurred *late in February, just before the first swell culminated*, for the conditions at Red River Landing in 1851 were repeated in the second rise. The height attained in the first swell was not quite equal to the high-water level of 1858; but, since the rise was longer and more rapid, it will not be safe to estimate the discharge at Cairo at a less amount than it was in that year, which, accurately measured, was 1,420,000 cubic feet per second. Since there was no overflow into the Saint Francis bottom between Cape Girardeau and Cairo in 1867, this amount represents the whole of the maximum volume poured into the alluvial region near its head in that year. In 1858, at the date of maximum discharge at Cairo, 35,000 cubic feet per second were passing through Cape Girardeau Inlet, and 20,000 cubic feet over the banks between Commerce Bluffs and Cairo—giving a total maximum discharge into the alluvial region of 1,475,000 cubic feet per second, or 55,000 cubic feet more than in 1867.

Without claiming exact accuracy for this estimate of the maximum volume to be kept in the channel in 1867 by a perfected levee system, it is hardly possible that any error equaling 55,000 cubic feet per second can exist in it. Clearly, then, levees computed for the flood of 1858 would have restrained that of 1867, at least as far as the mouth of the first tributary below the Ohio. To this point, Helena, we may therefore turn our attention.

At Helena the first rise culminated about March 14, standing one foot above high water of 1858, and 0.8 foot below high water of 1862. The river then subsided about 0.3 foot, but again swelled to its highest point during the year on April 1, being then 0.2 foot above the mark of

the first rise. In the next 20 days it gradually subsided about five feet, remained steadily at this level for three weeks, and then fell rapidly. (See plate, both Helena and Friar's Point.)

Those facts strongly confirm the inference derived from the Cairo records, that the maximum discharge in 1867 was materially less than in 1858. In the latter flood the highest water was due to the immense wave which poured through the Saint Francis bottom-lands into the river, already swelling with water from above. This sudden influence combined with the previous breaking of several immense crevasse immediately below Helena, lowered the actual high-water mark anomalously about 3.2 feet. (See page 406 Physics and Hydraulics of the Mississippi.) In 1867 the records indicate no such influences. The Saint Francis River in 1858 was contributing 30,000 cubic feet per second of rain-water to the Mississippi at the time when the great wave, if restrained to the channel, would have passed; and there is no reason for estimating a larger supply in 1867. Hence, had no analogous influence lowered the high water of 1858 at this locality, the river would have risen 3.2—1.0—say two feet above the level attained in 1867. But the actual maximum discharge in 1858 was 1,334,000 cubic feet per second; two feet lower, it would normally be about 1,234,000 cubic feet per second, which was probably the maximum discharge in 1867. Hence, for the volume in 1867, lost into the swamps and absorbed in filling the bed of the river between Cairo and Helena, as the wave-curve swept down, we have  $1,420,000 - 1,234,000 = 186,000$  cubic feet per second. The *actually measured* amount of channel-absorption between these two points in the March rise of 1858 was 140,000 cubic feet per second; (see page 349 Physics and Hydraulics of the Mississippi.) Subtracting an equal amount in 1867, we still have 46,000 cubic feet per second for the excess of crevasse losses over the receipts from the swamp-drains near Helena, a result entirely probable. In fine, the conclusion reached from the Cairo records, that the head of the alluvial region received about 55,000 cubic feet per second less water at the date of maximum discharge in 1867 than at the same time in 1858, is confirmed by all the facts noted at Helena.

The next point where an accession to the flood-wave could have occurred is Napoleon, just below the joint mouths of the Arkansas and White Rivers. The oscillations at Beulah (see plate) represent very nearly the wave which must have occurred at this locality. Unfortunately the cut which was made here in 1863 renders it impossible to apply a correct analysis to the water-marks of the two floods. It is a matter of record that there was a moderate freshet in both of the tributaries (particularly in White River) in March, 1867, but that at the date of highest water at Napoleon, (April 3), the current of the Arkansas was almost checked 53 miles above its mouth, by back-water from the Mississippi. In 1858 the maximum flood-wave, if confined to the channel, would have received about 60,000 cubic feet per second from these two tributaries, making its volume 197,000 cubic feet per second larger than the actual maximum discharge. Starting with 55,000 cubic feet per second less, and being more depleted on its passage by the necessity of filling a comparatively empty channel, the flood-wave of 1867, if confined by levees, would have required immense contributions from the Arkansas and White River to raise its volume to that of 1858 at Napoleon. Such contributions we do not know, from the recorded facts, it could not have received. Indeed there is little doubt that its maximum discharge would have fallen short of that of 1858 from 50,000 to 100,000 cubic feet per second at Napoleon. No possibility could it have equaled that flood.

Vicksburgh, below the mouth of the next tributary, Yazoo River, is now to be considered. The two cut-offs recently made in this vicinity, Terrapin neck in March, 1866, and the Davis cut-off in February, 1867, render any close analysis of this flood by studying the water-marks impossible. There are indications that, at the date of highest water, the Yazoo River was discharging a considerable volume, the supply probably consisting, as is usually the case, largely of water returning from the swamps. In 1858 the great flood-wave, if confined to the channel, would have received about 30,000 cubic feet per second of rain-water from this tributary, and the facts reported do not lead to the conclusion that this contribution would have been much, if any, exceeded in 1867. Certainly any possible excess would have fallen far short of the amounts required to produce an equality of discharge in the floods.

In Red River there was a considerable flood in June, and probably a moderate rise in March, due chiefly to contributions from Washita River. Precise facts, however, have not been secured respecting this tributary, which is the last that enters the Mississippi.

The Atchafalaya basin was deeply flooded through a break in the grand levee near Morganza. The Teche country was under water, and at Brashear City the flood-mark was one of the highest on record, being only 1.0 foot below high water of 1828.

In fine, then, the information collected respecting the flood of 1867 renders it certain that a thorough levee system, based upon the flood of 1858, would have been amply sufficient to protect the whole alluvial region from overflow. At no point would the water have risen to within 1 or 2 feet of the mark which would have been left by the flood of 1858 had it been strictly confined to the channel. Yet the actual water-mark of 1867 was, in general, a little higher than that of 1858. This apparent discrepancy is easily understood when it is remembered that there has never yet been a high-water mark not lowered by crevasses discharging into the swamps, the amount of the lowering varying greatly with the locality and with the peculiar conditions of the flood. The more perfect state of the levees in 1858 kept the swamps comparatively empty early in the season, and thus left a reservoir which, when they broke, at date of maximum discharge, served to reduce the high-water mark more than was the case in 1867, the swamps having been early filled in that year. No more palpable error can therefore be committed than to attempt to estimate the relative difficulty of restraining different floods to the channel by simply comparing their actual water-marks. It is only by an analysis like the preceding that any well-grounded opinion can be formed upon such a matter.

#### FLOOD OF 1865.

Occurring just at the close of the war, no facts have been preserved upon which to base a close analysis of this flood. The foregoing table exhibits how its water-marks compare with those of 1858. Rising to a less level at Cairo by 1.6 feet, there is no probability that the flood of 1865 equaled that, or even the flood of 1867, in maximum discharge into the head of the alluvial region, upon which, of course, the difficulty of restraining floods primarily depends.

The daily oscillations at Cairo and at New Orleans, the former recorded by the engineers of the Cairo City Company, and the latter by Mr. Bayley, are represented upon the accompanying Plate I. They give a good general idea of the flood, which seems to be remarkable for duration rather than for extreme volume of maximum discharge. Applying the

principles and table given upon page 133, *Physics and Hydraulics of the Mississippi*, to the New Orleans curve, the total annual discharge in the river-year, November 1, 1864, to October 31, 1865, is found to be 20,788,000,000,000 cubic feet, much less than that usual in great flood-years, (about 27,000,000,000,000 of cubic feet.)

The facts collected respecting the action of the chief tributaries are meager. There was a great flood of the Upper Ohio in the middle of March, which, at and above Cincinnati, seems to have compared favorably with those of 1862 and 1867. It probably received relatively small contributions from the Wabash, the Cumberland, and Tennessee, for at Cairo its height was materially less. There was no great flood in the year in the Upper Mississippi or the Missouri, since the record at St. Louis shows that the river there hardly rose above ordinary stage any month except in the latter part of July and August, when a freshet occurred, causing the river for about five weeks to average 10 feet above its usual stage at that season. No records of any flood in the Arkansas or White River are in my possession, but they are too defective to render it certain that none occurred. In Upper Red River a freshet in June is mentioned, and the fact is recorded that, at the mouth of Bayou Tensas, the flood rose 1.8 feet above all previous marks, a circumstance no doubt explained by the immense crevasses in Carroll and Madison Parishes. It is also a matter of record that Bayou Teche overflowed its banks in low places as far up as Franklin, and that the water at Brashear City, on Berwick's Bay, was very high. These facts due also to crevasses, probably explain the small annual discharge at New Orleans as compared with other flood-years.

In fine, then, we may confidently place the overflow of 1865 in the second class of great floods in which the maximum discharge with perfect levees would have fallen far short of that quantity in 1858, even in 1867.

#### FLOOD OF 1862.

Beyond a doubt this was one of the greatest floods which ever occurred upon the Mississippi, and it is extremely to be regretted that the war raging at the time has so obliterated all records that it is always remain classed with the traditional overflows of 1815 and 1817, respecting which we do not possess the data to permit a close analytical comparison with the standard flood of 1858. Even the engineers of Cairo City property, whose daily river-records have done so much for the proper understanding of the hydraulics of the Mississippi, failed to record the history of this flood, only preserving its extreme high-water level, (attained on May 2,) to remain a standing subject of perplexing speculation for future students of the river.

We know that there was a very great flood in the Ohio River at Cincinnati, and also in the Cumberland River, some time in the spring of 1862, and a destructive overflow in the Wabash in February. There was also a moderate flood in the Mississippi at Saint Louis, which began to rise on March 12, from a stand 26 feet below the city directrix, culminated on April 26 at 2.4 feet below that bench. It then gradually subsided until, on June 9, it stood 15 feet below the directrix. It remained above and within two feet of this level until July 26, when it slowly subsided to the usual low-water stage, (about 25 feet below directrix.)

At Cairo, the highest water occurred on May 2, and was 1.2 feet above the high water of 1858. Its date evidently corresponds to that of

et at Saint Louis; but this freshet, 5.7 feet below the high water of 1858, could only have produced such a rise at Cairo by combining with the great Ohio flood. How did these freshets meet? If, as was the case in 1858, they united so exactly at Cairo as to raise the river uniformly the last 8 or 10 feet up to high-water mark without any intermediate rise or slight fall like that at Red River Landing in 1851, or at Cairo in 1858, then the maximum discharge must have exceeded that of 1858 by at least 50,000 cubic feet per second. But even supposing this to have been the case, it is very certain that a flood 5.7 feet below that of 1858 at Saint Louis could not have risen nearly so high at Cape Girardeau, and hence could not have lost the 55,000 cubic feet per second, or any large part of it, into the Saint Francis bottom-lands. Under the supposition, then, could the flood of 1862 have discharged a larger volume into the head of the alluvial region than the flood of 1858. If, in 1862, there was a slight recession at Cairo just before the extreme high water mark was attained, due to a slight want of coincidence in the discharges of the two rivers, it is probable that, as in that year, the maximum volume contributed to the alluvial region fell short of the discharge of 1858 by perhaps 50,000 cubic feet per second. The want of recorded data at Cairo must always leave this a matter of doubt, and the most favorable theory must therefore be adopted, namely, that the two floods were equal in maximum discharge into the head of the alluvial region, (1,475,000 cubic feet per second.)

Between Cape Girardeau and Napoleon, then, we may safely consider the levees raised to the grade required to retain the flood of 1858 would have been severely taxed in 1862, but that they would have been sufficient. The only supposable conditions to cause their failure would be if the flood-wave had found the lower river more full than it was in 1858, which, under the conditions of the latter flood, would be extremely improbable.

At Napoleon the flood-wave in 1862 received a moderate freshet from the Arkansas, and probably from the White River also. This is established not only by the records, but also by the recorded date of high water, April 20. It is plain that the Arkansas flood was the earlier of the two; and very possibly if the river had been confined by levees no dangerous coincidence would have occurred. In the condition of the records, however, this must always remain a matter of doubt.

It is believed that there was no flood in the Yazoo or Red Rivers at date of high water in 1862, (except water returning from the swamps,) but the records are too defective to render this certain.

In fine, then, as already stated, the flood of 1862 must probably always remain a source of anxious perplexity to engineers having the direction of the levee system of the Mississippi. The actual high-water marks of 1862 generally exceed those of any other by several inches, (see the already given;) but, as fully explained above, this proves absolutely nothing respecting the relative difficulty of restraining these floods had the levee system been perfected at their date. In my judgment, the conclusion which the facts will warrant is that the two floods were essentially equal in the strain to which they would have subjected a general levee system.

#### PROPER HEIGHTS OF LEVEES.

The foregoing discussion renders it reasonably certain that, during the sixteen years which have elapsed since 1858, only three high waters have occurred which would have tested a proper system of levees based



on that flood, viz: those of 1862, 1867, and 1874; that in the last have wereason to believe that the embankments would have failed in part of the valley; and, finally, that even in 1874 they would have amply sufficient for all points above the influence of Red River. Werefore, the so frequent recurrence of these great floods imperat forbids any reduction in the height of the levees recommended in Physics and Hydraulics of the Mississippi, the recent history of river shows them to be sufficient for the entire region above Natchez.

For points below Natchez, the table already given, of the maximum discharge which would have occurred in 1874, had the river been confined to its bed by a perfected levee system, has received the mathematical analysis as was employed in the similar discussions of physics and hydraulics of the Mississippi, where the methods are fully explained as to require no notice here. The resulting flood-heights estimated above the high-water level of 1858, are, for Red River Landing, 4.7 feet; for Baton Rouge, 3.7 feet; for Donaldsonville, 3.7 feet; Carrollton, 3.5 feet.

Combining, then, the computations for the floods of 1858 and 1874, have the following result for the proper heights of the levees throughout the alluvial region:

"Near the mouth of the Ohio, they should be made about three feet above the actual high-water level of 1858, which has been selected as the plane of reference, because more unvarying than the surface of the ground. The height above this level should be gradually increased to about 7 feet at Osceola; thence to Helena, the latter height should be maintained; thence to Island 71, the height should be gradually increased to 10 feet; thence to the vicinity of Napoleon, it may be gradually reduced to 8 feet; thence to Lake Providence, it must be gradually increased to 11 feet; thence to the mouth of the Yazoo, it may be gradually reduced to 6 feet, and it should be thus maintained to Natchez."

From Natchez to Red River Landing, the height of the levees above the flood-plane of 1858 must be gradually increased to 7 feet; thence to Baton Rouge, it may be gradually reduced to 5 feet; thence to Donaldsonville, it must retain this height of 5 feet. At Carrollton, 4.7 feet will suffice; with reductions, proportioned to the range between high and low water mark, for points below. These figures are exclusive of settling, and allow about one foot for safety, above the computed height.

## CHAPTER II.

### LEVEES IN THE STATES OF MISSOURI AND ARKANSAS.

BY COMMISSIONER JACKSON E. SICKELS.

Little data showing the present condition of the levees in the States of Missouri and Arkansas, on the Mississippi River, could be obtained from the official records in these States. Hence a thorough reconnaissance, necessarily rapid, was made, the results of which are presented. This extended from the bluffs at Commerce, which is at the head of the alluvial region, to the Louisiana line, comprehending, also, an examination



of the levees on the south bank of the Arkansas River, below  
 urn.

The levee system begins about five miles below Commerce. Between  
 point and New Madrid, seventy-three miles, the length of the breaks  
 gaps in the levee is thirty-two and one-half miles. From a point  
 site the lower end of Island No. 8 to New Madrid, I suggest the  
 donment of the old line of levee. Very little of the levee remains,  
 the rapid caving of the banks in the bends above and below  
 Oldson's Point makes an interior line advisable, throwing this point  
 de of the levee. From New Madrid to the boundary-line between  
 ori and Arkansas, a distance of fifty-four and one-half miles, the  
 ks and gaps in the levee amount to thirty and one-half miles. Be-  
 n New Madrid and Point Pleasant, ten miles, the formation is  
 rial, and is from 10 to 15 feet above overflow. Just below Point  
 sant, the banks of the river again become submerged, and the  
 ing floods of the Mississippi drain westward into the valley of the  
 t Francis. The bank at Little Cypress Bend, five miles below Point  
 sant, is caving seriously at the upper end of the bend, and has reached  
 to Cushion Lake. In Prairie Bend, opposite Gayoso, the bank is also  
 ing rapidly; hence an interior line was examined, passing to the  
 of Cushion and Big Lakes, and joining the old levee about one mile  
 w Gayoso. This line would place outside of the levee about 10,000  
 s of land, of which only a small portion is cultivated. More thor-  
 examinations, however, may show a line for the levee nearer the  
 , and promising reasonable permanency.

The levees in Missouri are built with slopes of about five on one, and  
 a crown of from 6 to 8 feet. To complete the levees to the Arkan-  
 one, filling the breaks and gaps and building the levees on the new  
 s indicated will require 800,000 cubic yards of embankment.

Between the State line and Osceola, thirty-two miles, about two-thirds  
 the levee remains. Excepting a very small percentage this is suffi-  
 ly distant from the river to form a part of a more permanent system.  
 ven these points the river is exceedingly direct, and the banks are  
 ing only in the bends opposite Rucker's Point and Island 30.

Between Osceola and Mrs. Lanier's, distant by direct line twelve and  
 lf miles, along the outer curve of the bends, the levee is practically  
 t. In view, therefore, of the small portion of existing levees which  
 d be utilized and the rapid caving of the banks on this portion of  
 river, two interior lines were examined. The first of these leaves  
 river at Captain Erwin's, four miles below Osceola, and crosses the  
 opposite Fort Pillow, to Lanier's, three and a half miles. The dis-  
 e around the point is nine miles. The second interior line leaves  
 river at the Nodina place, two and a half miles below Lanier's, and  
 s the narrow neck opposite Randolph to Mrs. Lanier's, two and a  
 miles. A considerable portion of this line is above overflow. The  
 nce around the bend is fifteen miles. The land thus exposed to  
 flow is mostly swamp. At Shaneeville, opposite Island 37, there  
 our miles of high land from 6 to 8 feet above overflow. Between  
 Lanier's and Hopefield, opposite Memphis, twenty-six miles of  
 e embankments, amounting to forty-five per cent. of the whole dis-  
 e, will be required.

From Hopefield to the Saint Francis River, 70½ miles, about 39½ miles  
 ee remain which could be made part of a new line. This contem-  
 gs, however, a line two miles in length, crossing the neck between  
 eil and Walnut Bends. The distance around the point is 8 miles;  
 the recent cut-off at Council Bend, which sends the current directly

against this point, the bank of which is caving rapidly, suggests the interior line.

Between the high lands at Helena and the lower end of Laconia city 66 miles, about 12 miles of levee will be required. This will include length of levee on a line  $2\frac{1}{2}$  miles across the neck opposite Island Considerations similar to those already presented in other like cases suggested the interior line.

Auburn, on the south bank of the Arkansas River, 56 miles above mouth, is the point which is the limit of the influence of the back-water of the Mississippi at its highest flood, and is the point, approximately, which the levee system may properly terminate. Between Auburn and Red Fork, 27 miles, the breaks and gaps will amount to  $\frac{1}{2}$  mile. Between Red Fork and Napoleon, at the mouth of the Arkansas River, the breaks and gaps, taking a line going behind Lake Jefferson, will require 7 miles of levee; most of this will consist of very high embankment.

South from Napoleon to Cypress Bend, following the old line of levee 23 miles, the levee is virtually gone. Considering the length and cost of the levee required between Red Fork and Cypress Bend, and the security of large portions of the existing levee owing to its proximity to the river at the caving bends, it may be found advisable to adopt the interior line. Such a line may be traced from the town of Red Fork following the high ground along Red Fork Bayou, to the line of Little Rock, Pine Bluff and New Orleans Railroad, 5 miles. The making of that company's road-bed a levee to Cypress Bend, on the Mississippi River, distance 17 miles. Such a location would, however, expose a large area to inundation, and it is contemplated only as a possible expedient.

From Cypress Bend to the Louisiana line, 68 miles, the length of breaks and gaps is  $22\frac{1}{2}$  miles. In the bend below Gaines's Landing in the bend above Luna the banks are steadily caving; also below Luna and in the bend opposite Island 84. Two back lines were there examined, throwing outside of the levee Point Comfort and Point of cots, the points between these bends. The aggregate length of the proposed interior lines is  $4\frac{1}{2}$  miles. The length of the line following bends of the river is 21 miles, on which only about 7 miles of levee remain.

The following table gives in detail the breaks and gaps in the existing levee system on the west bank of the Mississippi from Commerce, Mo., to the Louisiana line, and on the south bank of the Arkansas to its mouth at Auburn:

*Tabular statement showing breaks and gaps in the levee along the Mississippi and Arkansas Rivers, in the States of Missouri and Arkansas.*

Length, in feet.	Average elevation, in feet.	Remarks.
500	5	Head of Big Lake.
200	00	
200	1	
100	1	
500	1	South side of Big Lake.
500	1	
500	00	
1,000	1	
1,000	$1\frac{1}{2}$	

*Tabular statement showing the breaks and gaps, &c.—Continued.*

Average elevation, in feet.	Remarks.
34	Opposite Cairo.
5	Opposite Island Number 1.
1	{ Above Hunter's Landing.
3	
2	Opposite Island Number 4.
1	Below Lucas Bend. (Interior line.)
2	{ Above Island Number 6.
8	
1	Above Island Number 8. (Interior line.)
25	Bayou Saint James.
12	Dry Bayou.
3	{ Opposite Island Number 8.
3	
3	Interior line to New Madrid, north and west of Hubbard Lake.
8	{ Interior line to New Madrid, north and west of Hubbard Lake—
3	
25	Saint John's Bayou.
1	{ Interior line from Port Pleasant to Caruthersville, west of Big
2	
15	Lake and Bayou—west of Gayoso.
4	{ Opposite Linwood Bar.
3	
4	{ Opposite Island Number 16.
3	
2	Head of Island Number 18.
2	{ Opposite Island Number 18.
2	
15	Half-Moon Bayou.
4	{ Below Cottonwood Point—Pemiscot Bayou.
15	
6	Head of Island Number 21.
2	{ Opposite Island Number 21.
3	
15	Above Island Number 25.
4	{ Opposite Island Number 25.
5	
5	{ Opposite Island Number 26.
6	
7	{ Opposite Island Number 26.
5	
6	Mill Bayou,
20	Below Mill Bayou.
4	{ Opposite Island Number 30.
2	
3	Acrost Neck, opposite Flower Island
4	{ Acrost Neck, below Island Number 34.
5	
3	Opposite Island Number 35.
3	{ Opposite Dean's Island.
4	
5	{ Opposite Island Number 37.
4	
4	{ Opposite Island Number 37.
20	
20	Old River Bayou, below Plumb Island

*Tabular statement showing the breaks and gaps, &c.—Continued.*

Length in feet.	Average elevation in feet.	Remarks.
100	3	} Opposite Brandywine Bend, (slough.)
20,000	4	
2,500	2½	
100	15	} Fogleman's Bayou.
6,000	2½	
100	10	
100	15	} Bayou at Monnd City.
100	15	
16,000	4	
50	10	} Above Hopefield.
100	12	
300	5	
1,000	3	} Opposite Vice-President's Island.
5,500	4	
70	12	
150	4	} Merryweather's.
5,000	2½	
7,500	2½	
100	5	} Scanlin's.
200	2½	
200	3	
2,500	2	} Below Scanlin's.
6,500	2½	
150	6	
100	20	} Lost River Bayou.
300	4	
9,000	2½	
9,800	1½	} Opposite Blue's Point.
7,800	10	
3,500	1½	
7,000	½	} Above Bledsoe's.
100	20	
21,000	2½	
70	13	} Bayou at Bledsoe's.
1,000	4	
11,000	3	
550	3	} Council Bend.
1,500	4½	
1,200	8	
150	35	} Above Saint Francis Island.
700	7	
200	8	
1,700	5	} Fort Penny.
7,000	6	
17,500	5	
10,500	4	} Old Town Bayou.
26,500	5	
600	5	
12,000	5	} Six miles below Old Town Bayou.
12,000	8	
15,000	4	
3,000	6	} Foot of Island Number 63.
400	12	
1,000	5	
400	12	} Below Island Number 63.
28,000	6	
500	5	
300	4	} Opposite Island Number 65.
120	9	
180	6	
200	4	} Mrs. Offit's.
		} Opposite Islands Numbers 67 and 68.
		} Napoleon Crevasse of 1874.
		} Between Napoleon and Cypress Creek.
		} Great Cypress Bayou.
		} Between Chicot City and Cypress Creek.
		} Alligator Bayou.
		} Crevasse at Chicot City.
		} Opposite lower end of Island Number 79.
		} Below Eunice.



Tabular statement showing the breaks and gaps, &c.—Continued.

Average elevation in feet.	Remarks.
8 6 9 5 2 1 3 3½	Above Island Number 82.
8	
3½	Below Island Number 22.
8	
3½	One mile above Luna.
12	Gap between bends, throwing out Point Chicot.
2	Opposite Island Number 84. Whisky Chute Bayou.
7	Opposite Island Number 84.
9	American Bend.
1 8 7 5 4½ 3 4½ 7 3 6 6½	Just below Island Number 87.
6½	
7	East of Willow Lake, from Sterlingworth.
5½	
9	One mile from Louisiana line. } Made by United States gunboat.
6	One-half mile from Louisiana line. }
6½	
ARKANSAS RIVER.	
7 5½ 9 6 8 4 4 2 5 4 4	Bayou and crevasses at and near Red Fork.
4	
4	Opposite Rosemary Landing.
2	
5	Across Rollin's Bend.
4	
4	Around Lake Jefferson, south side.
4	
4	Near road to Napoleon, crevasse of 1867.

Summing up preceding details, it appears that the aggregate length of breaks in the States of Missouri and Arkansas along the Mississippi, on the south bank of the Arkansas extending up to Auburn, is 192 miles. The aggregate length of breaks and gaps is 192 miles. In order to determine what measure of permanence could be secured by levees placed at reasonable distances from the river, every effort was made to ascertain accurately the annual rate of caving in the worst places. The data on this point must be taken simply as a close approximation, for only in a few instances are they the result of exact measurement.

*Statement of caving banks on the Mississippi River, in States of Missouri and Arkansas.*

From Greenfield Landing to Ohio City, opposite Cairo, caving rapidly. Bird's Island entirely gone. The current sets hard against the Pickett's, in bend above Belmont, caving slowly.

In Lucas's bend, opposite Island No. 4, caving 100 feet annually.

In bend, opposite Island No. 8, caving slowly.

In bend, just below Island No. 8, caves from 50 to 75 feet annually.

In New Madrid Bend, caves 50 feet annually.

Just below Point Pleasant, caves 25 feet annually.

In Little Cypress Bend, above Island No. 14, has caved nearly one mile within 20 years.

Opposite Gayoso, caving from 25 to 40 feet annually.

Opposite lower end Island No. 18, caves slowly.

At Craigheads, ten miles below Osceola, caves 150 feet annually.

Opposite Island No. 40, caves from 100 to 150 feet annually.

Just above Hopefield, opposite Memphis, caves from 100 to 125 feet annually.

At Grayson's, opposite lower end Vice-President's Island, caves from 50 to 75 feet annually.

From Bledsoe's to O'Hamlin's, caves about 100 feet annually.

Walnut Bend, caves very little.

At Point Penny, opposite Friar's Point, no cave in 20 years.

At Old Town, no caving.

Opposite Islands 67 and 68, caves 100 feet annually.

In Cypress Bend, twenty miles below Napoleon, caves from 40 to 100 feet annually.

At Eunice, above Island No. 80, has caved 1,500 feet in last 16 years.

Opposite Point Comfort, above Island No. 82, east bank has caved 3,960 feet (by actual measurement) in 24 years.

At Columbia, bank caves slowly.

Opposite Island No. 84, from 1840 to 1870, caved about one mile; no caving since 1870.

Nine miles above Louisiana line, caving 100 yards annually.

Opposite Willow Lake, five miles above Louisiana line, caves 100 yards annually.

Ashton, State line, since 1840, a sand-bar two miles wide has formed in front, and this represents caving on east bank of river.

In the States of Missouri and Arkansas are three clearly-defined levee districts. The first of these extends from the Commerce Bluffs to the Saint Francis River. The levees within this district evidently should be under one supervision and control, since any defects in their construction or lack of proper watchfulness, would threaten large areas of the district below. Thus, flood-waters breaking through the levees along the Mississippi in the State of Missouri would, besides endangering portions of the levee which it would attack in the rear, inundate the back country down to, if not below, the line of the Memphis and Little Rock Railroad. In connection with a perfected levee system for this district, provision must be made for the rainfall. Extended instrumental surveys alone can determine whether culverts with flood-gates, through the main levee, or drainage westward to the Saint Francis, should be provided.

Between Helena and the mouth of White River are the distinctly marked limits of another levee district. Flanked by Crowley's Ridge on the north, this district is perfectly protected from overflow from above, but the lower portion will be liable to inundation from the back-water of the Mississippi.

The alluvial region between the Arkansas River and the Louisiana line is, for purposes of protection against inundation, a part of the levee district which includes all of Northern Louisiana down to the Red River and should be under one jurisdiction. Though other plans have

been proposed to protect the upper parishes of Louisiana from the floods of the Arkansas and from the back-water of the Mississippi, it is believed that the simplest and certainly most effective remedy will be found in maintaining the levees along the south bank of the Arkansas River, continuing them up the river to a point about ten miles above Auburn. The existing levees between this point and Red Fork are located, excepting in one instance, at secure distances from caving bends; and a comparatively trifling addition to their height will be required to make them a part of the proposed perfected system. When so built they will permanently reclaim within the counties of Lincoln, Desha, and Chicot thousands of acres of the choicest cotton-lands in the Arkansas and Mississippi bottoms.

The estimated cost of repairing and perfecting existing levees in the above described districts is as follows:

District.	Cubic yards.	Price.	Amount.
Saint Francis district, from Commerce, Mo., to Saint Francis River	2,250,000	\$0 40	\$900,000
Helena district, between Helena and White River	750,000	40	300,000
Upper portion of Texas district, from Arkansas River to Louisiana line	1,000,000	40	400,000
<b>Total</b>	<b>4,000,000</b>		<b>1,600,000</b>

In estimating for the perfected levee system, the height of the embankments is fixed with reference to the flood-line of 1858, giving to them such additional heights as the increased volume of water confined between these artificial banks will render necessary. The crown of the levee will be uniformly 10 feet in width. The slopes will be 5 to 1 for all levees 10 feet or less in height, and 6 to 1 where the levee is over 10 feet. It is to be understood that the following estimate is to be accepted only as an approximate one:

District.	Cubic yards.	Price.	Amount.
Saint Francis district, from Commerce, Mo., to Saint Francis River	17,099,000	\$0 40	\$6,839,600
Helena district, between Helena and mouth of White River	4,852,000	40	1,860,800
Upper portion of Texas district, from Arkansas River to Louisiana line	14,767,000	40	5,906,800
<b>Total</b>	<b>36,518,000</b>		<b>14,607,200</b>

The following statement and data give all the information obtained with reference to high-water marks on the Mississippi and Arkansas Rivers:

*Statement of high-water marks of 1874, as compared with previous floods.*

At Commerce, Mo., from 4 to 5 feet below 1867.

At Norfolk, Mo., the following records were kept and are kindly furnished by Mr. Mercer:

1874	0.0	1868	-2.3	1862	+3.4
1873	-2.9	1867	+3.0	1861	-2.3
1872		1866	-2.3	1860	-5.9
1871		1865	+0.4	1859	-1.5
1870	-2.3	1864	-2.7	1858	+2.5
1869	-3.6	1863			

\* At Christmas lowest water ever observed—Bacon Rock 3 feet out of water.

At New Madrid high water of 1867 was 16 inches higher than that of 1874.

Col. Sam. Tate, president of the Memphis and Little Rock Railroad

Company, furnished the following table of elevations of high water the years and at the points indicated on the line of his railroad, from Hopefield :

One mile west :	
1867. Elevation of high water above datum .....	10
1869. Elevation of high water above datum .....	10
1871. Elevation of high water above datum .....	10
Three and a half miles west :	
1871. Elevation of high water above datum .....	10
Four miles west :	
Elevation of high water above datum .....	10
Nine and three-quarter miles west :	
1867. Elevation of high water, &c .....	9
1870. Elevation of high water, &c .....	9
1871. Elevation of high water, &c .....	9
Fifteen miles west :	
1867. Elevation of high water .....	9
1871. Elevation of high water .....	8
Sixteen miles west :	
1867. Elevation above datum .....	9
Eighteen miles west :	
1871. Elevation above datum .....	8
Twenty one miles west :	
1874. Elevation above datum .....	
Twenty-three and twenty-four miles west :	
1871. Elevation, &c .....	8
Twenty-eight and twenty-nine miles west :	
1874. Elevation, &c .....	9
Thirty-two miles west :	
1874. Elevation, &c .....	9

At Widner's Station, 37 miles west, high water of 1874, sixteen inches below high water of 1867.

*Table of high-water marks on Mississippi and Arkansas Rivers, with reference to 1867.*

Year.	Opposite Island 30.	Sunnyvale, foot Island 84.	Columbia, bend above Greenville.	Anna, bend below Greenville.	Opposite Island 82.	10 miles below Napoleon.	Napoleon.	Opposite Lake Jefferson, Arkansas River, 15 miles above mouth.
1844 .....					0.0			-3.0
1858 .....	2.5	3.8	1.9	1.3		-1.6	-2.0	-1.5
1859 .....					1.0			-1.4
1862 .....		2.8						
1867 .....	0.9	0.4					-0.3	-0.5
1868 .....								
1874 .....	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

There is also submitted herewith (see Appendix F) a table of relative heights of high-water levees and ground, from Commerce, Mo., to Louisiana line, and on south bank of Arkansas River, from its mouth to its mouth.

The system of continuous embankments or levees along the Mississippi seems to offer the only practical solution of the problem of reclaiming its alluvial basin from inundation.

The diversion of tributary streams and the opening of cut-offs and outlets constitute, in connection with levees, other methods of protection, which have ardent advocates.



se special auxiliary plans would, however, involve an enormous, in some cases an indefinite cost, and are, to say the least, of questionable practicability and utility; while a comprehensive levee system, embracing the whole lower valley, secures every possible advantage, and would be at once efficient, simple, and, considering results, economical.

The States immediately interested could not carry out the system proposed. The States of Arkansas, Mississippi, and Louisiana are too impoverished to repair even their present temporary and imperfect system, much less to assume the burden of a work having the magnitude of the system in view.

Added to these financial obstacles are certain grave political considerations.

As the system must be independent of and ignore all State boundaries, is it practicable for the States to cede such jurisdiction or submit to a common head—to make such full and indissoluble engagements with each other as are indispensable to the construction, superintendence, and maintenance of this system? The creation of such executive and administrative authority would certainly constitute an anomaly in our politics, as it would also be the exercise of a power on the part of the States not known to, if not, indeed, directly prohibited to them by the Federal Constitution.

Even if being so, it would appear that as this great public improvement would redeem millions of acres of the richest territory on this continent, from waste or a jungle, and make it tillable and habitable, and will thereby add largely to the national wealth and prosperity, and as the means and the power to do this are to be found in the General Government alone, upon it must the task devolve if it is to be accomplished.

## CHAPTER III.

### STATE OF THE LEVEES IN MISSISSIPPI.

COMMISSIONER MAJ. W. H. H. BENYAURD, UNITED STATES ENGINEERS.

In accordance with the resolution of the commissioner calling for information concerning the condition of the levees, number, location, size of existing crevasses, records of high-water marks of different years, and such other information pertaining to the question of the reclamation of the overflowed lands, so far as applicable to the Yazoo Basin, the following report is submitted to the commissioner:

On account of the shortness of the time in which to collect the necessary information and the limited means at our disposal, precluded anything in the nature of an instrumental survey being attempted. An examination of the entire line of levees along the front of the Yazoo Basin was made by Mr. Jas. M. Searles, civil engineer. Reports and letters were received from Mr. M. L. Alcorn, president board of levee commissioners, first district; Mr. W. G. Myers, president, and I. McD. Vernon, chief engineer, of levee commissioners second district; Mr. R. A. O'Hae, and others. From these examinations and reports much valuable information was obtained concerning the present system of levees in the State of Mississippi and the changes necessary to completely protect the lands of the Yazoo section from annual overflow.

The counties bordering upon and near the Mississippi River are divided into three districts.

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vided into two levee districts, known as the first and second. The former are the counties of De Soto, Tunica, and Coahoma. The district comprises the counties of Bolivar, Washington, and Issaquena. Warren County, the most southern in the basin bordering on the river, is without any organization, and has but few miles of levees.

In the first or upper district, the line commences in De Soto County at the hills which border the southern shore of Horn Lake; thence running westwardly, it approaches the Mississippi River in the vicinity of Osarks, and from that point it runs, at a safe distance from the banks, to the northern line of Tunica County. The length of the line in De Soto is about eighteen miles; it is in good condition and has no break. It stood about two feet above the high water of 1874. The average height of the levees is about six feet, with crown equal to height, and with side-slopes of 3 and 2 to 1.

In Tunica County the line is about thirty-seven miles long, and is favorably located by leaving out three large river points. The levees in this county have an average height of  $8\frac{1}{2}$  feet, with crown of 6 feet and side-slopes of 4 and 2 to 1. The river-banks are caving badly along the whole front of this county, particularly so in the vicinity of the village of Commerce, and a new location of the line is rendered necessary. The only crevasse that occurred in this county during the flood of 1874 was at Trotter's, near Eagle Lake. It had a length of 760 feet and depth of 12 feet. In Coahoma County the line is fifty-five miles long, with an average height of 12 feet, crown of 6 feet, and with side-slopes of 4 and 2 to 1. The rapidly-caving banks along the front of this county necessitate a new location of the levee-line. The Yazoo Pass and Hushpuckana levees are located, respectively, near the upper and lower end of the counties.

The dimensions of the former, as reconstructed in 1859, were, height 40 feet; crown, 10 feet; side-slopes of 5 and 3 to 1, and with a length of 300 feet. Across a willow flat adjoining there was constructed during the same year a levee 25 feet high, 5,000 feet long, crown 10 feet and side-slopes of 4 and 3 to 1. These levees stood 4 feet above the high water of this year, (1874.) The Hushpuckana was closed in 1874. It is 250 feet long, 43 feet high, crown of 8 feet, and with side-slopes of 3 to 1 on both sides. This levee is still intact. It stood 6 feet above the high water of 1874. A crevasse occurred this year in one of the levees. The opening was 300 feet long and about 12 feet deep. Though the levee is in the upper district, its preservation is so essential to the protection of the lands in the lower district that its construction and repair was taken in charge by the board of levee commissioners of the latter district. The following crevasses occurred in Coahoma during the flood of 1874:

Name.	Locality.	Length.	Depth.	Date of occurrence.
		<i>Feet.</i>	<i>Feet.</i>	
Sanders.....	$\frac{1}{4}$ mile above Friar's Point .....	750	13	Daybreak
Miller .....	$\frac{1}{4}$ mile below Friar's Point .....	150	20	Sunrise, May 10.
Do .....	do .....	800	8	May 10.
Garth.....	7 miles below Friar's Point .....	640	14	Do.
McCloud.....	12 miles below Friar's Point .....	780	14	Do.
Beard.....	13 miles below Friar's Point .....	470	12	Do.
Hurlbert.....	15 miles below Friar's Point .....	600	14	Do.
Robson.....	22 miles below Friar's Point .....	1,830	15	Do.
Malone.....	Opposite Island 66 .....	600	16	Do.

From the fifth to the eighth break, the flood passed over the unbroken line of levee at a depth of about six feet.

In the counties of Bolivar, Washington, and Issaquena, comprising

second district, there are one hundred and ninety-seven miles of levees. The average height is about eight feet, with a crown of six feet, with side-slopes of four and two to one. The following crevasses occurred in Bolivar County during flood of 1874 :

Name.	Locality.	Length.	Depth.	Date of occurrence.
		<i>Feet.</i>	<i>Feet.</i>	
.....	4 miles above Bolivar Landing.....	1,360	5	March 20.
.....	Bolivar Landing.....	1,900	8	March 15.
.....	8 miles below Bolivar Landing.....	700	20	April 23.
.....	12 miles above Bolivar Landing.....	232	6	April 30.

describes various small breaks in the vicinity of Cat-fish Point. There were no crevasses in Washington and Issaquena Counties this year, though there were two in the latter county left open from previous years. They are known as the Cammack and Christmas breaks. The former is three and a quarter miles long, with an average depth of seven feet; the latter is about two and a quarter miles long, with an average depth of eight feet. The levees in the lower district are generally favorably located, except in some few localities, but new sites may be required to insure a comparative degree of permanency.

In Warren County the only remaining one of the basin fronting on the Mississippi River, a small levee of three feet elevation extending to the county-line to a point near Eagle Bend, a distance of about ten miles, is all that this county has. The expense attending the reconstruction of the lands in this county, on account of the difficulty of securing proper drainage arising from the back-water up the Yazoo River, has hitherto precluded any attempts at securing immunity from floods.

The following table shows the number of cubic yards necessary for the reconstruction of the levees at the several points indicated, and according to the plan and location of the levees as now being conducted in the State :

Name of levee.	County.	Cubic yards.
.....	Tunica.....	15,000
.....	Coahoma.....	17,000
.....	.....do.....	7,500
.....	.....do.....	7,600
.....	.....do.....	16,600
.....	.....do.....	20,000
.....	.....do.....	9,000
.....	.....do.....	15,500
.....	.....do.....	54,000
.....	.....do.....	20,000
.....	.....do.....	6,000
.....	Bolivar.....	7,000
.....	.....do.....	25,000
.....	.....do.....	32,000
.....	.....do.....	28,000
.....	.....do.....	20,000
.....	Washington.....	20,000
.....	.....do.....	54,000
.....	.....do.....	17,000
.....	Issaquena.....	427,000
.....	.....do.....	133,000
.....	.....do.....	96,000
Total.....	.....	1,049,000

In the lower district upward of 200,000 cubic yards have been contracted for, to be finished in February, 1875. In the upper district, however, no means have yet been undertaken to close up the worst of the existing breaks, and the line is still in the condition that the flood of 1874 left it. It is estimated that about 867,000 cubic yards will be required to finish the line as it was originally constructed; this, at 30 cents per cubic yard, amounts to \$260,000.

The Yazoo Basin presents many advantages for reclamation over the other districts now needing protection from the floods of the Mississippi, on account of the natural drainage afforded by the various streams that flow toward the Yazoo River.

All of these, with the exception of one or two minor ones, flow toward the Yazoo. Their banks are generally above overflow, while their slope is sufficient to carry off the rain-fall. A continuous line of levee may be built along the front of this basin, and, with proper height and cross-section, made to protect the back lands from the disastrous effects of the flood. In the upper counties, the river-bank being of a light sandy nature, and caving badly, a new location is necessary, particularly at the Yazoo Pass, as the breaking of the line at this point would entail great damage upon the Yazoo Basin. It might be found necessary to go east of Moon Lake, and from that point continue down east of Friar Point; thence, by way of Port Royal Ridge, east of Lewis's Swamp, down the Totten Ridge, crossing the Hushpuckana below the present levee. In Bolivar the line should be relocated, commencing at the lower end of Vermillion Lake, and keeping down the east side of Bolivar, omitting Catfish Point; then keeping down through Washington and Issaquena Counties, at a safe distance from the banks, and avoiding the larger bends entirely. In case it be found necessary, these lands might be protected by low levees upon something of the same system as now adopted. In Warren County a levee along the river-front would afford only a limited protection, as the lands would be overflowed from the back-water of the Mississippi up the Yazoo. The lower portion of the county could only be effectually reclaimed by leveeing up the banks of the tributary branches, and at the same time providing measures for draining the rain-fall. The distance up which we must levee the tributary branches can only be determined after a thorough instrumental survey has been made, as the increased height to be given to the levees on the Mississippi front, arising from restraining the flood-waters within narrower limits than at present, will necessarily cause the back-water to set higher up the tributary streams. The new line, as before described, can only be an approximation, and is so intended, as its correct position can only be determined after the thorough and comprehensive survey above alluded to has been made. The increased height and cross-section arising from restraining the flood, and from the levee being retired from the bank, can then be more accurately determined, as well as what portion of the existing system can be used in the new one.

The estimated length of the new line is about 262 miles, and the estimated amount of material required is about 31,188,000 cubic yards.

For a comparison of the flood-marks of different years, the following table is added:

Locality.		Authority.
Helena .....	High water of 1858, 22 inches below 1862 .....	J. B. Miles.
	High water of 1859, 12½ inches below 1858 .....	Do.
	High water of 1862, highest ever known .....	Do.
	High water of 1867, 7 inches below 1862 .....	Do.
	High water of 1874, 7 inches below 1862 .....	Do.
Fair's Point .....	High water of 1858, 18 inches above 1844 .....	I. G. Miller.
	High water of 1859, 11 inches above 1844 .....	Do.
	High water of 1862, 38 inches above 1844 .....	Do.
	High water of 1867, 38 inches above 1844 .....	Do.
	High water of 1874, 45 inches above 1844 .....	Do.
	High water of 1874, 7 inches above 1867 .....	M. L. A'corn.
Delta, Miss .....	High water of 1874, 3 inches above 1867 .....	Do.
Yazoo Pass .....	High water of 1874, 5 inches above 1867 .....	Do.
Australia .....	High water of 1874, below 1858, 1859, 1862, and 1867 .....	I. McD. Vernon.
Concordia .....	High water of 1874, below 1858, 1859, 1862, and 1867 .....	Do.
Turene .....	High water of 1874, above 1858, 1859, 1862, and 1867 .....	Do.
Prairie .....	High water of 1874, above 1858, 1859, 1862, and 1867 .....	Do.
Niblett's .....	High water of 1874, above 1858, 1859, 1862, and 1867 .....	Do.
Catfish Point .....	High water of 1874, 22 inches above any water known .....	Do.
Greenville .....	High water of 1874, below 1858, 1859, 1862, and 1867 .....	Do.
Eggs Point .....	High water of 1874, below 1858, 1859, 1862, and 1867 .....	Do.
Skipwith's .....	High water of 1874, 48 inches below 1862 .....	Do.
Ben Lomond .....	High water of 1874, 60 inches below 1862 .....	Do.
	High water of 1874, 36 inches below 1867 .....	Do.

Council Bend cut-off, above Helena, occurred May 10, 1874.

W. H. H. BENYAURD,  
*Captain Engineers.*

Original map is on file in the Engineer Bureau of the War Department.

## CHAPTER IV.

### CONDITION OF THE LEVEES IN LOUISIANA.

BY COMMISSIONER P. O. HÉBERT.

I have the honor to submit the following:

1. Map showing changes of river from Sargent's Bend to twenty miles below, since the Davis cut-off in 1867. On a scale of one mile to 3 inches. (Original on file in Engineer Department, United States Army.)

2. Map showing changes of river since 1828, from the Arkansas line to Providence, on a scale of one mile to 1½ inches. (Original on file in Engineer Department, United States Army.)

3. Map of Bonnet Carré Bend, showing the crevasses of 1871 and 1874, at that point, on a scale of 1,200 feet to an inch. (Original on file in Engineer Department, United States Army.)

4. Table of crevasses that have occurred in Louisiana since 1864 to the present time, with their maximum dimensions, dates of beginning to discharge, and ceasing to discharge.

5. Table of high waters—having reference to high water of 1858, as per Humphreys and Abbott's report—and



6. Table of rate of caving at 100 different places, being every locality where cavings have taken place since 1866, from the Arkansas line down to tide-water.

7. Estimate of levees needed for 1874-'75, over and above those ordered by commission of engineers of Louisiana, amounting to 3,198,700 cubic yards of earth. To this must be added at least 250,000 cubic yards of earth for repairs. All these levees are left out, simply for the want of means to construct them.

Levees in the State of Louisiana are constructed, annually, under contract between the State and a chartered "levee company." A commission of engineers determine, on the 1st day of October, the number and sites of levees to be built, and issue orders to the levee company in accordance therewith, accompanied with maps and all necessary specifications. After the levees are constructed another board, styled "commission of persons," passes upon them, after proper examination. Upon their certificate the "levee company" is paid by the treasury of the State. The "levee tax" is now limited by law to two mills for "construction," and one mill for "repairs," upon the dollar. These taxes have, this year, been consolidated by the commission of State engineers, upon "construction." It will be perceived that the quantity of levees constructed depends upon the amount of the tax collected, the "levee company" being simply the agent of construction for the State. Without entering into tedious and unnecessary details, I will say that the State of Louisiana is at this moment in a deplorable condition in regard to protection from inundation.

With ruined finances and an impoverished people, the State of Louisiana cannot protect herself against her remorseless enemy, the Mississippi, at its annual high floods. The General Government *must* come to the rescue; otherwise, the fairest and most fertile portion of the valley of the Mississippi must be abandoned and become depopulated. There is no illusion in this. It is simply a fact.

So far back as the year 1846, when chief engineer of the State of Louisiana, in my report to the legislature, I uttered the opinion that improvements, including levees, upon the Mississippi, belong to the General Government, as it is a *national river*.

The system for the protection of the alluvial lands of the Mississippi should be based upon accurate scientific surveys and examinations, include the whole valley of the river; and, once adopted, to be carried out through a series of years, if necessary, annual appropriations to be made by the Government, as for other works of national utility.

The mode of accomplishing this must, necessarily, be left to congressional legislation.

I have the honor to be, very respectfully, your obedient servant

P. O. HEBERT;

*Of the Commission of Engineers*

*Title of enclosures that have occurred since 1861, with their dimensions when they can be had.*  
 [Compiled November, 1874, by A. F. WORTENOWSKI, assistant engineer United States river commission.]

No.	Locality.	Parish.	Right of left bank.	Date of discharge.		Maximum width.	Maximum depth at high water.	Velocity per second.	Area of crevasses.	Remarks.
				Com- menced.	Ceased.	Feet.	Feet.	Feet.		
1	Ashwood	Tensas	Right	1864.		13,000	2			
2	Point Pleasant	do	do							
3	Dicharoon to Nimms	do	do			22,600	3			
4	Boudurant to Saint Joseph	do	do			12,000	3 to 4			
5	Brown and Johnson	Madison	Right	1865.						
6	Kempe	Tensas	do			4,200	10			Two breaks.
7	Waterproof	do	do			750	6			
8	New Carthage	do	do			600	5			
9	Surget	Concordia	do			400	5			
10	Scott	Point Coupee	do			600	7			
11	Chinn and Robinson	West Baton Rouge	do			700	8			
12	Boulligny	Orleans	do							
13	Ashton	Carroll	Right	1866.						
14	Elton	do	do							
15	Bass	do	do			11,100	8			Six breaks.
16	Miller and Morancy	do	do			500	4			
17	Duckport	Madison	do			2,000	4			
18	Marengo	Concordia	do			2,000	5			
19	Racouci	Point Coupee	do							
20	New Texas	do	do							
21	Morganza	do	do							
22	Grand Levee	do	do							
23	Chinn and Robinson	West Baton Rouge	do							Two breaks, 36 days running. Seven days running. Nine days running.
24	Boulligny	Orleans	do			240	7			
25	Poydras	Saint Bernard	Left			300	4			
26	Scaradale	Plaquemine	do			300	4			
27	Ashton	Carroll	Right	1867.						
28	Savage	do	do							
29	Diamond Bend	Madison	do	April 5		1,350	2½			Cut-off occurred opposite.
30	Point Pleasant	Tensas	do							
31	Buckner's	do	do			600	12			
32	Kempe	do	do	April						
33	Ashton	Madison	do			1,000				

Table of crevasses that have occurred since 1864, with their dimensions when they can be had—Continued.

No.	Locality.	Parish.	Right or Left bank.	Date of discharge.		Maximum width.	Maximum depth at high water.	Velocity per sec.	Area of crevasses.	Remarks.
				Com- menced.	Ceased.					
40	Duckport.....	Madison	Right	1867.		Feet.	Feet.	Feet.		
41	Marango.....	Concordia	do							
42	Chinn and Robinson	West Baton Rouge	do							
43	Hickey.....	do	do							
44	Roman.....	Saint James	do							
45	Poydras.....	Saint Bernard	Left							
46	Piatola.....	Plaquemine	Right							
47	Boudreaux (Lafourche)	Lafourche	Right							
48	Aubert, (Lafourche)	do	Left			925	6			On Bayou Lafourche. Do.
49	Ashton.....	Carroll	Right	1868.		13,000	6			
50	Illawara.....	do	do			5,300	7			
51	Hawes and Harris	do	do			1,500	3½			
52	Young's Point	Madison	do			1,500	4			
53	Diamond Bend	do	do							
54	Point Pleasant	Tensas	do			5,500	2½			
55	Wilson's.....	do	do			7,000	4			
56	Brown's, (Ship's Bayou)	do	do			600	4			
59	Disharoon.....	do	do			3,000	3			Three breaks.
60	Bondurant.....	do	do			500	4			
61	Gillespie.....	do	do							
62	Saint Joseph.....	do	do							
63	Kempes.....	do	do			8,000	12			
64	Marango.....	Concordia	do			2,400	5			
65	Glascock.....	do	do							
66	Grand Levee.....	Point Coupee	do	1869.		6,400	9			
67	Ashton.....	Carroll	Right			13,000	5			
68	Miller.....	do	do			100	4			
69	Wilton.....	do	do							
70	Diamond Bend	Madison	do							
71	Point Pleasant	Tensas	do							
72	Wilson's.....	do	do							
73	Ward.....	do	do							
74	Hartline.....	do	do							
75	Hardscrabble	do	do							
76	Bondurant.....	do	do							
77	Kempes.....	do	do							



76	Marveng	Concordia	do	do	5		
77	Glascock's	do	do	do	3		
80	Hernitago	Point Coupee	Right	187			
81	Point Manoir	West Baton Rouge	do	230			
82	Turner's Bayou, (Atchafalaya)	Avoyelles	do	320	35		
83	Stockett's Bayou, (Atchafalaya.)	do	do	60	14		
84	Marine Bayou, (Atchafalaya)	Point Coupee	Left	450	35		
85	Stokes Bayou, (Atchafalaya)	do	do	75	14		
86	Harvey's Bayou, (Atchafalaya)	Saint Landry	Right	130	10		
87	Current Bayou, (Atchafalaya)	do	do	225	20		
88	Ashland	Ascension	Left	70	5		
89	Roman	Saint James	Right	800	8		
90	Stevenson's	Saint John	do	45	10		
91	Gaudet, (Lafourche)	Lafourche	do	140	6		
92	Gilliere	Saint Bernard	Left	220	4		Ran 3 days.
93	Ashlon	Carroll	Right				
94	Diamond Bend	Madison	do				
95	Bordelon, (Atchafalaya)	Point Coupee	Left				
96	Marine Bayou, (Atchafalaya)	do	do				
97	Ashlon	Carroll	Right	13,000	4		Ran 2 days.
98	Elton	do	do	60	65		Ran about 30 days.
99	Airle	do	do	250	4		
100	Point Manoir	West Baton Rouge	do	250	4		
101	Bordelon, (Atchafalaya)	Point Coupee	Left	7,000	4		
102	Saint James	Saint James	Right				
103	Wallis	do	Left	150	5		Ran 6 days.
104	Comas and Canty	Ascension	do				
105	Bonnet Carre	Saint John	do	2,400	18	13	
106	Fashion	Saint Charles	Right				
107	Louis	do	do	60	5		Two days running.
108	Taylor	do	do				
109	Palmera	do	do				
110	Sparks	Jefferson	Right				
111	Villere	Saint Bernard	Left	90	3		Ran about 4 days.
112	Manero	do	do	60	3		Two days running.
113	McDonough	Plaquemines	Right	650	23		Ran about 15 days.
114	Poverty Point	do	Left	220	8		Ran about 40 days.
115	Lagarde, (Lafourche)	Lafourche	do				
116	Ashlon	Carroll	Right	13,000	4		
117	Diamond Bend	Madison	do	33,000	4		
118	Kimball's Bayou, (Tensas)	Concordia	do	200	20		
119	Bordelon, (Atchafalaya)	Point Coupee	Left	7,000	4		
120	Harang, (Lafourche)	Lafourche	do	70	2		
121	D. R. Head, (Lafourche)	do	do	60	2		
122	Ashlon	Carroll	Right	13,500	4		
123	Diamond Bend	Madison	do	33,000	4		

Table of crevasses that have occurred since 1864, with their dimensions when they can be had—Continued.

No	Locality.	Parish.	Right or left bank.	Date of discharge.		Maximum width.	Maximum depth at high water.	Velocity per second.	Area of crevasses.	Remarks.
				Com- menced.	Ceased.					
134	Ashlon	Carroll	Right	1874.	1874.	Feet. 14,000	Feet. 4	Feet. 4		Two breaks; new levee.
135	Bas, Upper	do	do	Mar. 13	do	3,310	4	4		
136	Bas, Lower	do	do	Mar. 13	do	1,100	4	4		
137	Diamond Bend	Madison	do	Mar. 22	do	35,000	4	4		Ten or twelve breaks.
138	Point Pleasant, Upper	Texas	do	Mar. 22	do	2,000	1	1		Eleven breaks; new levee.
139	Point Pleasant, Lower	do	do	Apr. 16	do	620	4	4		New levee.
140	Backridge	do	do	Mar. 8	do	1,300	4	4		For nearly 3,000 feet water ran over levee 2 feet deep; levee just finished when broke.
141	Hardtimes, Upper	do	do	Mar. 8	do	200	9	9		
142	Hardtimes, Lower	do	do	Mar. 22	do	1,400	9	9		
143	Green s.	Concordia	do	Apr. 24	do					The Green and Glascock cannot be considered as discharges, because the water ran into the river from the rear.
144	Glascock s.	do	do	Apr. 28	do					
145	Lakeside	Point Coupee	do	Apr. 16	do	410	6	6		Front crevasse; rear crevasse 4,730 feet wide.
146	Morganza	do	do	Apr. 16	do	1,710	16	16		
147	Morrison	do	do	Apr. 15	do	180	5	5		
148	Callahan's (Atchafalaya)	do	Left	do	do	320	3	3		
149	Deberry's (Atchafalaya)	do	do	do	do	250	8	8		
150	Sword's (Atchafalaya)	do	do	do	do	156	9	9		
151	Murphy's (Atchafalaya)	do	do	do	do	450	35	35		Bayou; now dike.
152	Rordson (Atchafalaya)	do	do	do	do	7,000	4	4		Old crevasse.
153	Norwood (Atchafalaya)	Averyella	Right	do	do					
154	Hetherwick (Atchafalaya)	do	Left	do	do					
155	Farmer Bayou (De Glaize)	do	Left	do	do	200	5	5		
156	William's (Red River)	Red River	Right	do	do	330	14	14		
157	Wilson's (Red River)	Rapides	do	do	do	550	14	14		Sixty days running.
158	Echo Lake (Red River)	do	Left	do	do	180	20	20		Do.
159	Marchant (Ouachita)	do	do	do	do					
160	Parson's (Ouachita)	do	do	do	do	2,630	5	5		Five breaks.
161	Parson's Upper (Ouachita)	do	do	do	do	835	4	4		Three breaks.
162	Point Manoir (Ouachita)	West Baton Rouge	Right	Apr. 6	do	290	4	4		Two breaks.
163	Hersford	do	do	do	do	2,500	8	8		
164	Lohell	do	do	Apr. 17	do	705	6	6		Three breaks.
165	Hickey	do	Left	Apr. 8	Apr. 26					
166	McCallum's	East Baton Rouge	Left	Apr. 8	Apr. 26					



Table of high waters, based on high water of 1858.

Authorities: General W. E. Merrill, United States Engineers; Humphreys and Abbot Report, from 1822 to 1861; papers board of State engineers of Louisiana, compiled by A. F. Wrotnowski, assistant engineer United States Signal Corps.

Figures marked thus (?) are questionable.

Locality.	Elevation above Gulf, high wa- ter of 1858.	Depth at high water of 1858.	Width at high water of 1858.	Gauge and basis of high water of 1858.	Years.													
					1828	1844	1849	1850	1851	1852	1853	1854	1855	1856	1857	1859	1860	1861.
Saint Louis	408				-0.70	+9.30												
Cairo	392			49.58		-0.90	-2.70	-5.00									-2.10	
Columbus	310	96	2,240	40.90		-0.90	-1.60	-1.00	-0.60	-1.00	-1.20						-0.10	
Memphis	221	83	3,360	34.28	-1.30	-1.00	-3.26	-0.60	-1.00	-4.80							-1.42	
Holena		71	4,080	42.41	-1.50	-2.40	-1.80	-2.40	-2.90								+0.30	
Napoleon				43.30		-1.70	-2.40	-2.40									+0.30	
Lake Providence		87	3,580	43.00		-0.80	-0.60	+0.10	-2.10								+1.30	
Vicksburg		101	2,660	46.65	-0.60	-0.80	-0.30	+0.10	-0.70								+1.20	
Natchez	66	118	4,540	47.04	+0.70	+0.10	-0.30	+1.80	+0.70	-1.20							+0.50	
Red River Landing	50	126	3,500	43.33		-0.60	+0.40	0.00	0.08	-4.63								
Baton Rouge	34	108	2,350	34.63	+0.30	-0.90	0.00	0.00	+0.10	-4.63								
Plaquemine		124	2,700		+0.30	-0.90	0.00	0.00	0.00									
Donaldsonville	253	103	3,300	30.00		+0.10	+0.10	-1.20	+0.30	-1.60	-2.10	-2.40	-3.80	-3.40	+0.50			
Bonnet Carre Bend	20.21	164	13,700			0.00	0.00	0.00	+0.20	+0.30	-0.10	-0.40	-9.10	-1.80	+0.40	-1.90		
Garratton	15.6	137		15.10	+0.10	-0.60	+0.10	-1.30	+0.30	-1.00	-0.10	-0.40	-9.10	-1.80	+0.40	-1.90		
New Orleans				115.40														
Fort Saint Philip	5.1	151	2,400															

\* High water of 871.

† High water of 1874.



Table showing the rate of caving for different years on the Mississippi

[Compiled from notes of Board of State Engineers of Louisiana, by

Locality.	Parish.	1867.		1868.		1869.		1870.	
		Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.
Ashton .....	Carroll .....	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Elton .....	do .....			2,500	350	5,000	200	30,000	2,500
Bass .....	do .....			9,500	400			11,000	1,000
Transylvania to Savage .....	do .....								
Savage .....	do .....								
Hawes Harris .....	Madison .....								
Omeiga .....	do .....								
Morancy .....	do .....								
Milliken's Bend .....	do .....							6,000	200
Young's Point .....	do .....								
Grant's Canal, upper end .....	do .....								
Diamond Bend .....	do .....								
Point Pleasant .....	Tensas .....							5,600	1,100
Wilson's or Buckridge Landing .....	do .....								
Alligator Bayou .....	do .....					10,000	1,000		
Hardtimes .....	do .....							4,000	400
Disharoon .....	do .....								
Hardscrabble .....	do .....								
Bondurant .....	do .....								
Harper's and Kempe's .....	do .....			9,200	1,350	11,500	650	13,500	1,400
Waterproof .....	do .....					12,000	450	5,000	270
L'Argent .....	Concordia .....								
Marango .....	do .....			25,000	3,000				
Vidalia .....	do .....								
Green's .....	do .....								
Glaascock's .....	do .....							6,000	200
Bourgiere or Union Point .....	do .....					5,000	600		
Hog Point .....	Point Coupee .....					2,500	200		
New Texas .....	do .....	5,000	260						
Morganzia .....	do .....								
Red Store .....	do .....			6,800	130	2,000	180		
Colomb .....	do .....								
Waterloo .....	do .....					2,000	170		
Point Manoir .....	West Baton Rouge .....								
Loddell .....	do .....								
Chinn and Robinson .....	do .....								
Carolina .....	do .....								
Williams .....	do .....								
Walker's .....	do .....								
Hebert .....	do .....								
Hickey .....	do .....								
Newcome .....	East Baton Rouge .....								
Conrad's .....	do .....								
Daigle .....	do .....								
Thuillet .....	Iberville, right bank .....								
Shlaughter .....	do .....								
Evergreen .....	do .....								
Stone's .....	do .....								
Bayou Goula .....	do .....								
White Castle .....	do .....								
Saint Gabriel .....	Iberville, left bank .....								
Point Clair .....	do .....								
Landry .....	Ascension, left bank .....								
New River .....	do .....								
La Croix .....	Ascension, right bank .....								
Buena Vista .....	Saint James, right bank .....								
Webse .....	do .....					6,000	140		
Roman .....	do .....					2,500	140		
Cantrelle .....	do .....					2,000	120		

in the State of Louisiana only, based on surveys made in 1836.

[Protkowski, assistant engineer United States Levee Commission.]

Feet.	1872.		1873.		1874.		Average depth of cave per year.	Remarks.
	Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.		
150			17,000	230	16,000	80	376	Bend of river and crevasse since 1867.
600	5,000	500	7,000	320	8,000	400	415	Gentle curve of river and sandy soil.
350			12,000	300	20,500	250	287	Bend, sandy soil, crevasse in 1867 and 1872-'74.
	21,000	900			6,000	350	156	Bend, slight gradual wave, full force of current.
	12,000	850			6,000	350	156	Do.
	9,000	900			9,000	1,400	287	Cave caused by Terrapin-Neck cut-off, 1868.
	7,000	250			8,000	800	131	Bend, current striking, effected by Terrapin cut-off.
	13,000	800			12,000	1,200	250	Do.
					12,000	1,400	175	Bend, effect of cut-off above.
	4,000	700			7,000	600	200	Opposite Yazoo River.
			35,000	1,000			102	Big bend, full force of current.
			11,200	2,000	12,000	650	142	Big bend, full force and effect of cut-off.
600							600	Water through cut-off (Davis) striking with full force, sandy.
550					14,000	2,100	456	Effect of Davis cut-off, sandy.
					8,000	340	42	Slow wave.
500					12,000	600	262	Big bend, full force of current.
	7,000	600			7,000	300	162	Bend.
	1,800	300			6,000	500	100	Slight bend.
					11,000	600	75	Do.
550	10,500	450	9,000	4,000			1,200	Full force of current at upper end of bend.
					19,000	800	190	Big bend and full force of current, crevasses in 1874.
			25,000	1,400	2,500	250	31	Bend, gradual wave.
					2,000	300	628	Big bend, full force of current, sandy.
			7,000	200	6,000	750	37	Sink or slough.
					27,000	500	119	Full force of current.
							162	Full force of current and big bend, crevasse in 1870-'71-'74.
	4,000	750			15,000	600	150	Bend.
					5,500	200	143	Upper end of Racconet cut-off and caused by same.
					4,000	150	51	Gradual wave, gentle curve.
135					13,000	550	68	Bend, gradual wave caused by crevasses.
40			6,000	280	6,500	180	78	Slight bend, but receives full force of current.
					8,000	100	52	Do.
					6,500	40	26	Washing and wearing slowly.
					3,000	1,100	137	On point, big eddy, and sandy soil.
					6,000	280	35	In bend, full current striking.
					3,500	460	57	Big bend, full current striking.
					3,000	280	35	Straight course, gradual wave opposite city of Baton Rouge.
					14,000	220	27	Sunken bank and straight river.
					4,000	320	40	Sunken bank about six feet above bend.
					2,500	250	31	In bend and receives full force of current.
					6,000	250	31	In bend and receives full force of current, loam and sandy soil, crevasse in 1867 and 1874.
250	2,000	100					58	In slight bend and receives full force of current, crevasse just above in 1874.
					1,800	200	25	Above point, gradual wave.
					3,500	220	27	Straight course above bend.
					12,000	240	30	Slight bend, full force of current.
					4,000	80	10	Do.
					14,000	340	42	Do.
					15,000	250	31	Do.
					7,000	350	43	Big bend, full force of current.
					3,500	70	9	Slight point, current strikes.
					17,000	100	12	Bend, current strikes.
					5,000	70	9	Above point, current strikes.
					8,000	420	52	Bend, current strikes with full force.
170					13,000	130	16	Slight bend, current strikes.
200							34	Do.
							40	Do.
							47	Above bend, current strikes.
							47	Above bend, current strikes, crevasse in 1867-'69
							43	Do.

Table showing the rate of carving for different years on the Mississippi River,

Locality.	Parish.	1867.		1868.		1869.		1870.	
		Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.
Union .....	Saint James, left bank	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Fairchild .....	Saint James, right bank								
Stevenson's .....	Saint John's, right bank								
Bonnet Carre Church .....	do								
Carroll .....	do								
Angelina .....	Saint John's, left bank								
Saint Peter's Church .....	do								
Below Bonnet Carre cre- vase of 1874.	do								
Ramson .....	Saint Charles, right bank.								
Zoelly .....	do								
Ashton .....	do								
Zeringue .....	do								
Pecon .....	Saint Charles, left bank								
Ormond .....	do								
Sarpy .....	do								
Frellsen .....	do								
Waggaman .....	Jefferson, right bank.								
Labranche or Kennedy's ..	do								
Westwego Railroad depot ..	do								
Wall's .....	do								
Oakland .....	Jefferson, left bank								
Kennerville .....	do								
Trudeau .....	do								
Sauvo .....	do								
Soniat .....	do								
Mason .....	do								
Carrollton .....	do								
McDonoughville .....	Orleans, right bank								
Orleans .....	do								
Villars .....	Saint Bernard								
Walker's .....	do								
Story's .....	do								
Poydras .....	do								
Carneanau .....	Plaquemines, left bank								
Scarsdale .....	do								
Greenwood .....	do								
Belair .....	do								
Fairview .....	do								
Point a La Hache .....	do								
ellechasse .....	Plaquemines, right bank								
Myrtle Grove .....	do								



in the State of Louisiana only, based on surveys made in 1866—Continued.

1871.		1872.		1873.		1874.		Average depth of cave per year.	Remarks.
Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.	Maximum length of cave.	Maximum depth of cave.		
Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	
2 000	90							15	In bend, current strikes.
						3,000	120	15	Slight bend, current strikes.
						2,000	20	3	Slight force of current.
						1,500	30	4	Do.
						3,500	30	4	Slight bend.
						2,000	20	10	Do.
						2,500	130	16	Straight course.
						3,000	150	12	Bend, full force of current, crevasses in 1871 and 1874.
						3,000	70	9	Slight bend.
						2,000	70	9	Do.
						2,500	20	10	Do.
						2,500	90	11	Do.
						2,000	200	25	Do.
						1,500	300	37	On point, caused by eddy.
						11,000	300	37	Bend, current strikes.
						11,000	120	15	Slight bend, current strikes.
						3,500	120	22	Big bend, current strikes.
						12,000	110	13	Straight river, current strikes.
						4,500	60	6	Bend, current strikes, eddy caused by wharf built for railroad depot.
						1,500	30	4	Bend, current strikes.
						5,000	200	25	Slight bend, current strikes.
						3,000	120	22	Do.
						4,000	60	8	Do.
						5,000	120	22	Do.
						2,000	50	6	On point, eddy.
						4,000	30	4	Straight course, gradual wave.
						6,000	40	5	Bend, current striking.
						7,000	220	27	Do.
						3,000	200	25	Do.
						2,000	20	3	Slight bend, current striking, crevasse in 1869-'71.
						1,800	30	4	Slight bend, current striking.
						3,000	60	8	Do.
						6,000	220	27	Big bend.
						6,000	40	5	Slight bend, current striking.
						1,500	30	4	Do.
						1,800	160	20	Slight bend, current striking, crevasse in 1874.
						3,000	20	3	Slight bend, current striking.
						2,500	40	5	Straight course, current striking.
						7,000	30	4	Straight course, gradual wave, crevasse in 1874.
						3,500	80	10	Bend, current striking with full force, crevasse in 1874.
						6,000	33	4	Do.

II. Ex. 127.—6

*Table of levees caved into the Mississippi River, from caving banks alone, in Louisiana, from October, 1866, to October, 1874.*

[Compiled from notes in the office of board of State engineers of Louisiana, by A. F. Wrotnowski, assistant engineer United States Levee Commission.]

Locality.	Parish.	Right or left bank.	Wing-levees, in feet.	Curtain-levees, in feet.	Total wing-levees caved.	Total curtain-levees caved.
Ashton .....	Carroll .....	Right .....	1,718	13,410		
Elton .....	do .....	do .....	3,475	11,364		
Bass .....	do .....	do .....	3,590	18,870		
Point Lookout .....	do .....	do .....	389	1,310		
Transylvania .....	do .....	do .....	1,390	4,990		
Airlie .....	do .....	do .....	1,210	3,250		
Goodrich .....	do .....	do .....	910	1,100		
About Illawarra .....	do .....	do .....	2,010	10,010		
Newman .....	do .....	do .....		780		
Hawes Harris .....	do .....	do .....		7,490		
Total in Carroll .....					14,622	72,504
Morancy .....	Madison .....	Right .....	1,010	9,310		
Milliken's Bend .....	do .....	do .....		5,980		
Duckport .....	do .....	do .....		2,280		
Young's Point .....	do .....	do .....	750	2,080		
Upper end of Grant's Canal .....	do .....	do .....		1,870		
Diamond Bend .....	do .....	do .....	750	11,300		
Kellogg's .....	do .....	do .....	350	6,900		
Total in Madison .....					3,060	39,730
Point Pleasant .....	Texas .....	Right .....	4,055	16,340		
Wilson's .....	do .....	do .....	1,010	18,270		
Brown's .....	do .....	do .....	650	1,350		
Hardtimes .....	do .....	do .....	1,690	4,510		
Disharoon .....	do .....	do .....	1,620	4,970		
Hardscabble .....	do .....	do .....	260	2,820		
Bondurant .....	do .....	do .....		6,680		
Kempe's .....	do .....	do .....	7,010	21,630		
Waterproof .....	do .....	do .....	3,050	11,600		
L'Argent .....	do .....	do .....		430		
Total in Texas .....					19,345	88,600
Marengo .....	Concordia .....	Right .....	125	450		
Vidalia .....	do .....	do .....	190	1,150		
Green's .....	do .....	do .....	1,650	13,250		
Glasscock's .....	do .....	do .....	2,150	17,500		
Bourgiers .....	do .....	do .....	370	4,500		
Total in Concordia .....					4,415	6,850
Hog Point .....	Point Coupee .....	Right .....	1,400	2,950		
Fisher's Landing .....	do .....	do .....		1,100		
New Texas .....	do .....	do .....	800	3,400		
Morganzia .....	do .....	do .....	250	1,900		
Grand Levee .....	do .....	do .....	790	7,100		
Cookey's .....	do .....	do .....	300	4,300		
Red Stone .....	do .....	do .....	750	6,300		
Colomb's .....	do .....	do .....	400	750		
Van Wickles .....	do .....	do .....	50	1,890		
Waterloo .....	do .....	do .....	240	2,520		
Fausse River, Lower .....	do .....	do .....	1,250	1,500		
Total in Point Coupee .....					6,160	64,000
Point Manoir .....	West Baton Rouge .....	Right .....	350	1,050		
Cain .....	do .....	do .....	850	7,500		
Barrow .....	do .....	do .....	550	2,750		
Lobdell's .....	do .....	do .....	370	3,050		
Bubler's .....	do .....	do .....	220	530		
Brady's .....	do .....	do .....	60	1,036		
Bird's .....	do .....	do .....	60	360		
William's Point .....	do .....	do .....		300		
Ferry Landing .....	do .....	do .....	270	1,250		
Patrick's .....	do .....	do .....		300		
Brusle Landing .....	do .....	do .....		1,050		
Walker's .....	do .....	do .....	770	2,340		
Hebert's .....	do .....	do .....	150	890		
Hickey's .....	do .....	do .....	820	3,156		
Australia .....	do .....	do .....		750		
Total in West Baton Rouge .....					4,560	26,242

Table of levees cared into the Mississippi River, &amp;c.—Continued.

Locality.	Parish.	Right or left bank.	Wing-levees, in feet.	Curtain-levees, in feet.	Total wing-levees cared.	Total curtain-levees cared.
Newcome.....	East Baton Rouge.	Left.....	200	3, 230		
Conrad.....	do.....	do.....	200	850		
Martinez.....	do.....	do.....	220	450		
Lopez.....	do.....	do.....	300	1, 800		
Daigle.....	do.....	do.....	50	1, 050		
Walker's.....	do.....	do.....	1, 030	2, 950		
Total in East Baton Rouge.....					2, 000	10, 330
Ventress.....	Iberville.....	Left.....	660	1, 420		
Gourier.....	do.....	do.....	150	650		
Stingle Store.....	do.....	do.....	80	750		
Saint Gabriel.....	do.....	do.....	320	1, 180		
L. Blanc.....	do.....	do.....	300	980		
Brown's Store.....	do.....	do.....	150	1, 040		
Berry's.....	do.....	do.....	340	1, 340		
Walsh.....	do.....	do.....		1, 350		
Thoulet.....	do.....	Right.....	300	1, 650		
Wood's.....	do.....	do.....	780	6, 750		
Slaughter's.....	do.....	do.....		1, 040		
Gray's.....	do.....	do.....	200	660		
Evergreen.....	do.....	do.....	450	4, 680		
Landry's.....	do.....	do.....	580	3, 000		
Stone's.....	do.....	do.....	250	6, 750		
Herbert's.....	do.....	do.....	100	750		
Roney's.....	do.....	do.....	150	700		
Hall's.....	do.....	do.....		750		
Braud.....	do.....	do.....		300		
Bayou Goula.....	do.....	do.....	120	450		
Tally Ho.....	do.....	do.....	450	2, 760		
Dunboelet.....	do.....	do.....	250	2, 020		
White Castle.....	do.....	do.....		750		
Total in Iberville.....					5, 610	40, 720
Barnside.....	Ascension.....	Left.....		410		
New River.....	do.....	do.....		2, 050		
Doyal.....	do.....	do.....	200	2, 310		
Landry.....	do.....	do.....	1, 180	3, 650		
Brugier.....	do.....	do.....	125	1, 200		
Marchand.....	do.....	do.....	450	1, 200		
Riverton.....	do.....	do.....	90	600		
Buffel.....	do.....	Right.....	50	250		
Legare.....	do.....	do.....	60	450		
Barrowville.....	do.....	do.....	40	150		
Lacroix.....	do.....	do.....	120	800		
Manning's.....	do.....	do.....	600	2, 200		
Pedecaux.....	do.....	do.....	350	1, 250		
Total in Ascension.....					3, 265	16, 520
Hebert.....	Saint James.....	Right.....		1, 900		
Barna Vista.....	do.....	do.....	220	2, 750		
Turcutt.....	do.....	do.....	50	750		
Le Beuf.....	do.....	do.....	100	450		
Webre.....	do.....	do.....	360	1, 120		
Roman.....	do.....	do.....	80	1, 070		
Labanooey.....	do.....	do.....	160	1, 560		
Union.....	do.....	Left.....	130	880		
Poche.....	do.....	do.....	130	400		
Nichol's.....	do.....	do.....		900		
Jacob's.....	do.....	do.....	120	1, 020		
College Point.....	do.....	do.....		1, 200		
Laiche.....	do.....	do.....	150	780		
Humphries.....	do.....	do.....		510		
Duplantier.....	do.....	do.....	160	1, 060		
Total in Saint James.....					1, 660	16, 350

Table of levees caved into the Mississippi River, &amp;c.—Continued.

Locality.	Parish.	Right or left bank.	Wing-levee, in feet.	Curtain-levee, in feet.	Total wing-levee caved.	Total curtain-levee caved.
Lebourgous to Tregor's	Saint John	Left	110	860		
Godberry's	do	do	240	2,200		
Godberry's to Reserve	do	do	490	2,480		
Saint Peter's	do	do	340	1,410		
Janbert	do	do		1,150		
Bonnet Carre to Gipsy	do	do	1,030	1,380		
Good Hope to Larpy	do	do	420	4,080		
Ormond	do	do	120	2,310		
Pecan Grove	do	do	120	7,000		
Prelsen	do	do	900	9,710		
Parish Line	do	Right	690	2,080		
Devil's Store	do	do	300	960		
Stephenson to Rousell's	do	do	590	2,180		
Bonnet Carre Church	do	do	130	1,840		
Hymel	do	do	60	250		
Zoelly to Killona	do	do	120	2,360		
Whitehead to Davenport	do	do	465	1,750		
Newman and Fausse	do	do	400	1,830		
Ramson to Ashton	do	do	580	2,980		
Lone Star to Louisa	do	do		2,890		
Zeringue to Freret	do	do	550	2,980		
Total in Saint John					7,535	54,390
Waggaman to La Branche	Saint Charles	Right	660	3,330		
Oakland to Kennerville	do	Left	700	5,240		
Trudeau and Sauve	do	do	1,050	4,500		
Soniat	do	do	50	800		
Total in Saint Charles					2,460	13,860
Deblieux and Augustine	Jefferson	Left	100	600		
Fazende and Wall's	do	Right	120	1,710		
Total in Jefferson					220	2,310
Orleans	Orleans	Right	90	760		
Lepretre	do	do	580	4,050		
Villere's	do	do	250	1,300		
Total in Orleans					920	6,110
Villere's	Saint Bernard	Left	60	360		
Story and Merritt	do	do		5,940		
Dueros and Poydras	do	do	660	2,350		
Total in Saint Bernard					790	6,650
Carnaevon	Plaquemines	Left	620	3,570		
Corn's	do	do	170	450		
Sawyer to Greenwood	do	do	450	2,870		
Belair to Fairview	do	do	200	1,070		
Poverty Point	do	do	350	4,810		
La Hache to Bohemia	do	do	690	3,150		
Kernachon	do	do		800		
Billechasse to Concord	do	Right	155	1,050		
Star to Myrtle Grove	do	do	60	2,070		
Oakland	do	do	40	1,500		
Total in Plaquemines					2,735	21,340
Total linear feet					79,467	488,330
Total right bank					64,022	383,050
Total left bank					15,465	105,280

*Estimate of levees needed for 1874-'75 over and above those ordered by commission of engineers of Louisiana.*

Locality.	Parish.	Stream.	Right or left bank.	Contents in cubic yards.	Remarks.
Ashton .....	Carroll .....	Mississippi .....	Right .....	167, 000	Crevasse; has been opened for several years; chief State engineer's estimate.
Onelga .....	do .....	do .....	do .....	94, 000	Estimate of commission of engineers of Louisiana.
Diamond Bend to Kellogg's .....	Madison .....	do .....	do .....	860, 000	Crevasse; has been running several years; estimate across neck to Vidal Bayou.
Point Pleasant .....	Texas .....	do .....	do .....	60, 000	Estimate of commission of engineers of Louisiana.
Backridge .....	do .....	do .....	do .....	40, 000	Estimate of commission of engineers of Louisiana—low.
Hardtimes (Upper) .....	do .....	do .....	do .....	34, 000	Grade levee; for full grade, plus 355,000.
Hardtimes (Lower) .....	do .....	do .....	do .....	45, 500	Estimate of commission of engineers of Louisiana.
Glascock .....	Concordia .....	do .....	do .....	560, 000	Crevasse; estimated for permanent line, from Henderson levee to Bralston's, 38,000 feet long.
Morganza .....	Point Coupee .....	do .....	do .....	905, 000	Estimate of commission of engineers of Louisiana.
Bonnet Carré .....	Saint John .....	do .....	Left .....	200, 000	Do.
Willard's Bayou .....	Booster .....	Red River .....	do .....	20, 000	Estimate of W. C. Melvin, assistant State engineer of Louisiana.
Wilson's .....	Rapides .....	do .....	Right .....	40, 000	Do.
Echo Landing .....	do .....	do .....	do .....	40, 000	Do.
Mouth to Muscote Bayou .....	Point Coupee .....	Atchafalaya .....	Left .....	398, 000	Estimate of J. V. Van Polt, chief engineer Louisiana Levee Company.
Mouth to Petit Prairie .....	Averyelles and Saint Landry .....	do .....	Right .....	380, 300	Do.
La Fourche .....	La Fourche .....	do .....	Right and left .....	15, 000	Approximate.
Total .....				3, 198, 700	

NOTE.—The Ashton, Diamond Bend, and Glascock are not included in the estimate of the commission of engineers of Louisiana; and these would reduce the amount actually needed to 1,891,700 cubic yards over and above the amount ordered by the commission of engineers of Louisiana for the year 1874-'75.

## APPENDIX A.

### REPORT OF C. M. FAUNTLEROY, SECRETARY OF THE COMMISSION, UPON THE APPLICATION OF THE RESERVOIR SYSTEM TO THE VALLEY OF RED RIVER.

WASHINGTON, D. C., *December 7, 1880*

SIR: In the interim between the receipt of your letter of instruction of the 21st of September last and the present, I have devoted the most of my time in ascertaining, in the Red River Valley of Louisiana, as much possible information as I could about the extent of the lakes and other low lands in the bottom-lands of Red River that might be made available as reservoirs to restrain the floods of this stream; and, altogether, such information as I have been able to collect, will, I trust, be of that kind which shall conform as near as practicable to the exact requirements of your instructions.

The time allowed me, and the appliances available, have not sufficed for that critical personal investigation of the subject of artificial reservoirs within the natural basins of the upper-lake regions which would justify me in attempting more than some general observations in connection with the facts imparted to me by those who have for a long period of time been familiar with this interesting problem.

With regard to the second branch of the subject submitted for report, I have less embarrassment, for, having resided upon the banks of Red River for some years back, and having very frequently traversed the stream in its extent, from its mouth to Shreveport, to and from New Orleans, my attention has long been earnestly directed to the question of the most advantageous method of protecting the alluvial lands of this river from overflow. Proceeding to treat the several propositions as they have been presented, the lake country comes first in review; and I would present some views of Mr. W. C. Melvin, civil engineer, (who has been for a number of years, assistant State engineer of the Red River district of Louisiana;) but before doing so, I will on this occasion say that I came in contact with no individual in that district who possessed, by general consent, a greater amount of practical knowledge bearing upon this subject of my investigations than did Mr. Melvin, an engineer. The United States engineer-steamer *Sterling* having been placed at my command for the purpose of examining the lake country with the view to this report, Mr. Melvin very kindly accompanied me. Unfortunately for my purpose and personal satisfaction, we were prevented by extreme low water from proceeding further in that direction than to Gold Point, on Soda Lake, opposite to Albany.

In response to my inquiry for reliable information Mr. Melvin writes:

"I beg leave to submit to you only such facts as come within my individual knowledge. With the view of forming a basin or basins to retain a portion of flood-water to supply the river during the water seasons, I believe that one basin, embracing all the lakes from Springbank down to Coushatta, and thence in a direction southwest, below Sewal's Canal, crossing Peace's Bayou and Black Bayou, to Irvin's Bluff, below Harrison's saw-mill, with locks at Black Bayou and

constructed to supply Clear Lake, and thence through to Ferry Lake and Cypress Bayou and Jefferson, Tex., could be availed of for this purpose. Lieutenant Fuller makes the fall of water from Fulton, Ark., to the head of the raft 0.20 to the mile. (I believe it to be somewhat greater, though I am not prepared to prove it.) From Springbank to Conshatta Bluff the distance by river is thirty-three miles. This will give a fall of 6.60 in this distance to be overcome by a dam extending from the west bank of Red River to the west bank of Black Bayou and the bluff forming the western limits of this basin. Should this dam be built four feet above flood-level, leaving at the river 30,000 feet superfluous, no danger need be apprehended of the dam being flooded. This section, with the locks or waste-weirs that will be required at Black Bayou, will give a discharging section of one-third more than that of the river at Shreveport, where all the waters from above are confined to a single channel, a section of which is 23,000 feet long, being more than sufficient to contain within the banks the flood-water of 1874, which was greater in volume than that of any flood since 1849. A dam at the place named would be nearly  $5\frac{1}{2}$  miles in extent from bluff to bluff, and should have an average height from ground 'surface of  $10\frac{1}{2}$  feet, crossing Caddo Prairie and some other points that are above the mean swamp-level.'

"These Caddo Prairie lands were in former days cultivated successfully, but for long years have been abandoned on account of constant liability to overflow. The basin formed here would of course prevent them from being cultivated in future. The number of acres which would thus be rendered permanently useless is less than four thousand; no other lands would be affected.

"The area covered by this basin is something more than 113 square miles, or 3,150,259,100 square feet, and will retain an average depth of water of five feet above mean low water, giving 15,751,296,000 cubic feet of water to be retained to feed the river at its lowest stages. The water discharged through the channel of the river at the 'Packery,' one mile below Shreveport, during low water does not exceed 3,000 feet of cross-section, with a current less than 2 miles per hour. The additional supply from the basin described of 2,000, making the section of discharge 5,000 feet, we shall have thus nearly four feet of water in the channel, that will last about 28 days coming from the basin.

"There is yet another basin which could be made to supply  $\frac{1}{2}$  more water than the one just described, and which would serve to extend the time during which this additional quantity of water might be kept in the channel, say 35 days longer; giving in all 63 days of fair low-water navigation." Our low-water season usually commences in July, about the 15th, and continues until somewhere near the middle of November. The crops are usually disposed of before the commencement of low water in the river, and the supplies have been returned to the planters, who are again preparing another crop that cannot be made available until about October 1st, and then only a small part of it, (for the whole of the cotton-crop is seldom ready for market before the 25th of December,) consequently the supply of water in the river will not last long enough to serve in moving the crop as it is gathered, for the water from the basins becomes exhausted in September.

"The area covered by the second basin before named would be something more than 160 square miles, embracing within its limits Ferry Lake, Caddo Lake, Jim's Bayou, Clear Lake, and all the swamp-lands lying east of these, to the west bank of Red River, from Cowhide Bayou down to Gold Point on the eastern limit, and to the Gate-Posts above Albany on its western limit.

"A dam with locks and waste-weirs near Albany, running northeast and ending opposite Gold Point, would be about two and a half miles in extent. As one of the objects of this basin would be for the improvement of the navigation through to Jefferson by Cypress Bayou, the best way to accomplish this and make the navigation permanent would be to put locks at Albany and dredge through Ferry Lake and Cypress Bayou, the entire fall from Jefferson to Albany not being great enough to make this impracticable."

This, however, would not improve the navigation from Albany to the foot of Twelve-mile Bayou, and probably the fall of water between these two points being too great to be readily retained by locks, and the character of the soil composing the banks, of such a nature as would render the construction of these locks altogether too expensive; a channel cut from the extreme northeast arm of Soda Lake and entering the river two miles below Willow Chute and about the same distance above the proposed dam of Mr. Leavenworth, would probably be more effective than to depend upon Twelve-mile Bayou as the channel for navigation, "as is now the case. I believe that a lock having a lift of 6 feet, will do."

With the limited time commerce would be benefited by these expensive works, it may be a matter of doubt whether the almost certain destruction of the planting interest on the west side of the river from Dooley's Bayou down to the position occupied by this dam near Gold Point, will not be in excess of the benefits accruing from it. The formation of this reservoir would have for its purpose the improvement of the navigation through to Jefferson. But I am of the opinion that this consideration is of slight moment when it is understood that navigation to that place is but spasmodic and altogether uncertain, and for the greater time, when most wanted, not practicable.

"Bayou Bodecau, and the lake of that name, is sometimes mentioned as a convertible basin to relieve the floods of Red River. This lake can in no way be so utilized, as it has no connection of importance except through Loggy Bayou, 110 miles below Shreveport, and at this point the river has within its banks a section sufficient to discharge the waters of the ordinary annual floods; hence it can be of no value whatever in this connection.

"Lake Bisteneau, the recipient of the waters of Dorcheat Bayou and other smaller ones principally flowing into it from the east, is a lake of considerable extent and of commercial importance, affording, at ordinary stages of water, fair navigation to Minden, about eight miles above its head on the Dorcheat.

"Lake Bisteneau, unlike many of the other lakes, does not connect with any other series until it reaches the waters of Bodcau and other bayous near its foot in the bottom-lands of Red River, when it discharges through Loggy Bayou and Couchatta Bayou into this stream.

"The character of the lands bordering the lake and forming extensive bottoms, liable to overflow yearly, is of a superior quality, and crops can be and often are made after the floods have receded, which is seldom later than May, and often in the month of April.

"A project for converting this section into a reservoir would be of no benefit whatever, in my opinion; for, in the first place, it has not sufficient dimensions to be useful; next, its connection with the river-bottom from Swan Lake down to Bayou Couchatta is such that the work would be enormously expensive; and, finally, by this process much valuable bottom-lands in its borders would be rendered valueless. I conclude, therefore, that it will be best to leave Lake Bisteneau to take care of itself.



"Cross Lake, having its outlet through Cross Bayou at Shreveport, during medium and higher stages of water, is filled through Bluid Bayou and Bowman's Chute, and some lesser bayous, from Twelve-mile Bayou.

"According to Lieutenant Fuller, this lake, at mean low water, is rather more than 20 feet lower than Soda Lake. The distance from the gate-posts to Bluid Bayou is about 21 miles by water-course. It does not, during flood-seasons, damage any valuable lands, except, perhaps, a few hundred acres lying between Twelve-mile Bayou and its eastern margin."

Mr. Melvin does not deem it at all practicable to utilize the natural basin, in which lies the Bayou Pierre, for several reasons, good and sufficient in my view, and which will be made to appear further along. One important effect may be accomplished by the formation of reservoirs above Shreveport, viz, the forcing the whole volume of water to find its way out through the main river from Carolina Bluffs to Shreveport. This part of the river has been gradually filling up since the formation of the raft above. The larger volume of water that will thus be made to pass through will increase the scouring process, and thereby its section of discharge, and will, at no very distant day, be found sufficient to carry off all the water which the floods may supply.

The question arises from this: Will it not be better to confine the waters by a system of levees on both banks of the river, that will effect the double purpose of reclaiming more than 150,000 acres of magnificent farming-lands, while at the same time improving navigation?

The State of Louisiana has a system of levees that possibly would be sufficient if under proper direction, and there was the necessary means within the State to perfect it in this river.

A line of levee built extends from the higher banks on east side of the river near the Hurricane Bluffs to Murray's Bayou, eight miles below Mrs. Cain's, opposite the city of Shreveport. This line closes every outlet through the east bank of river, except Mack's Bayou, and that I believe is to be closed during the current year.

The number closed already is seventeen, among the most important of which are Willow Chute, Williams' Bayou, Benoit's Bayou, and Cain's Bayou.

Willow Chute and Williams' Bayou conducted the waters of the river into Lake Bodcean near its foot, thence out through Red Chute Bayou to the foot of Lake Bisteneau, and through Loggy and Couchatta Bayous into Red River again. All the other bayous enter Red Chute Bayou, and through it again strike the river.

We come now to a very important system of levees, both in the interests of navigation and the very valuable planting-interests existing and to be created by it, embracing the entire basin lying west of the river, and extending west of Bayou Pierre to the hills forming the west boundary of the basin, and extending from the bluffs one mile below Shreveport, to the Bayou Wincey, a distance of 148 miles by river from Shreveport, embracing an area of more than 400,000 acres of the most fertile lands in this or in any other State.

It is said that for this class of lands 160 pounds of lint-cotton to the acre is not an unusual crop. But the liability to overflows prevents, in a great degree, planters from risking their means in the attempt to cultivate here. There should be good levees built from the bluff below Shreveport down, closing Bayou Pierre and all the old channels of Red River left by the cut-offs (there being three of them) down to Shreve cut-off, and thence down to Tone's Bayou.

This turbulent and altogether useless bayou depletes the river, during mean low water, of five-sevenths of its feed, drawing it back to Bayou

Pierre, and thence over the tough mixture of blue clay, muscle-shells, and gravel, that is found to extend from Gravel Point to above the Red Banks, and having no well-defined channel, but spreading over the whole bottom. With all its accessions of water this Bayou Pierre is not navigable its entire length at any time, and only about three months in the year is it navigable as high as Gravel Point, distant from Grand Bayou only three miles.

There have been numerous attempts made to effect a partial stoppage of Tone's Bayou, so that during low-water seasons the water would in the main be free to follow the river. Success has never attended any of these efforts, and any future attempt to partially close it must be one of doubtful results.

It should be permanently closed with a strong earth levee, having wings, sufficient to prevent any possible chance of the action of the water passing around it. I am informed that the Secretary of War authorizes the statement that an appropriation will be asked of Congress especially for the purpose of permanently closing this bayou. The State has at one time closed all the outlets hereabouts of importance, except Grand Bayou. Bayou La Chute, one mile above the mouth of Loggy Bayou, is open. The State levee some years since broke, and has never been rebuilt. One-half mile below Loggy Bayou is another levee that caved into the river in 1873. Within this half mile there are two other bayous putting out, having good levees across them yet. From this point to Shreveport the levees will not average more than 5 feet in height. Forty-three miles of levee will here be required, sixteen and a half of which had at one time been built by the State. Below this not much is needed, the river being wide and deep enough to contain the flood-waters. Nothing has been said of the lands lying east of the river, though there are many valuable plantations on that side above Loggy Bayou. They are less than one-fifth in extent and value compared to those on the west side of the river.

As it would hardly be possible to carry on the work of leveeing both sides at the same time, it is obvious where the work should be first entered upon.

Time and assistance must be given to the river to scour its bed to a greater depth, and for its banks to cave. For this purpose, all the growing timber of every description that is standing within 60 feet of the crest of the banks should be cut away; roots and stumps loosened; in short, everything done to facilitate the caving and scouring process. A dredge-boat should be kept at the work of removing the obstructions in the bed of the river, such as wrecks of steamers and barges, sunken logs, &c., &c.

For this purpose the United States steam snag-boat Aid is well adapted, and it would entail no great expense to the Government, while it would be of incalculable benefit to navigation and commerce, by assisting the river to acquire rapidly the requisite capacity of discharge within its own banks.

The character of the soil composing these bank is such that, upon examination of them, any engineer would concede the correctness of this conclusion.

Mr. Melvin does not favor a system of reservoirs for reclamation, he says, for "the reason that instead of reclaiming, they would destroy their availability for agriculture, and thus detract from instead of adding to the value of the district through which the river passes."

The main object of these reservoirs being the better facility for navigation, and the prevention from overflows by the too sudden precipita-

tion of the flood-waters upon the lands below, this purpose would be more readily be effected by leveeing both banks of the river where required, and gradually closing the outlets. By a complete system of levees commencing from Springbank on the east bank, and at Blanton's Bluff on the west bank of the river, closing every outlet on both sides, these lakes and swamps will be soon almost made dry. The only water entering them will be the drain from the high bluffs and lands surrounding the basin.

On the east of the river the only outlet required for this drainage will be Dutch John's Slough, putting into the river at Coushatta Bluffs. Posten Bayou will afford ample water-channel to Dutch John Lake and into the river.

On the west side of the basin Peace's Bayou and Black Bayou will prove ample to carry all the water drawn from the high lands on that side into Clear Lake and Shift-tail Lake, thence through Soda Lake and Twelve-Mile Bayou into Red River.

It will need, to effect this, levees on the east side of the river, extending through three townships, requiring perhaps 24 miles of levee, that will probably average 8 feet in height. On the west bank the levees would aggregate, say, 2,600 cubic yards, at a cost of 30 cents per yard, which would be \$780,000. As a compensation for this outlay, we should have the improved and improving navigation of the river through this section, just cleared of raft, and heretofore useless; and for the second consideration 174,000 acres of the best cotton-lands in the world will be in a condition to be cultivated; one-half for immediate use, and the other half would gradually assume the same condition. It is a moderate estimate to say that this will enable us to produce 70,000 bales of cotton more than can now be produced, with a corresponding increase in the other products of the soil annually.

"The section of the river one mile below the city of Shreveport has a capacity of high-water discharge of 23,000 feet superifice nearly." The high water of 1874 left the bank on the east 1.20 feet above flood level. On the west it skirts along high bluffs. Though this channel all the waters of the river have been collected that above this point were distributed through various outlets; those of the eastern basin being all returned at and above Coushatta Bluffs; those of the western basin through Twelve-Mile Bayou and Cross Lake, on the northwest boundary of Shreveport; thus we need not fear being flooded at this point.

Below Shreveport on the west the river is depleted by Bayou Pierre, Sand-Beach Bayou, Tone's Bayou, and Bayou La Chute. On the eastern side of the river we have still open Mack's Bayou, branch of Murray's Bayou, and Braddock's and Mulberry Bayous, all of considerable extent, besides eleven other bayous, among which will be found Lay's Bayou above Lotier Point. As this bayou returns a portion of its waters to the river below the Scopini, it should be closed with the eleven mentioned.

With all these bayous taking the waters from the main river and conducting them through the more direct and shorter routes to re-enter the river through Loggy Bayou from the east, and Bayou Wincey through the west bank, twelve miles below Tone's Bayou, we have a section of discharge of nearly 3,700 feet superifice within its banks. Through Tone's Bayou we have a section of discharge about 5,600 feet, with a greatly accelerated current. Above Tone's Bayou we have a section of discharge in the river of about 9,000 feet. We shall then have lost, before arriving at Tone's Bayou, 14,000 feet of high-water section, and after passing Tone's we have lost 19,300 feet. This

quantity then passes over the basins east and west of the main river. The means used to recover and confine this to the river must be gradually applied.

Below the mouth of Bayou Cotile the State in time past had built a continuous line of levee down to Bayou Rapides, and from thence, commencing at the south bank of the bayou running up some miles, a continuous line down below the line between Rapides and Avozelles, about six miles. A great part of these levees remains intact; but many serious breaks and crevasses exist, and so render the whole of the plantations from the town of Alexandria down (with but few exceptions here and there) entirely useless for planting.

I am informed by Mr. Melvin that in 1871, he, in his capacity as assistant State engineer for the Red River district, made thorough examination and estimates of the number of cubic yards and the character of each separate work of repair and construction, and that the cubic yards in number aggregated 763,000.

These repairs have been neglected so long that no doubt a greater amount of work will now be needed to be done. Owing to the high floods of last season in the Mississippi, and its crevasses, the Red River Valley lands were submerged from the mouth of the river to within fifty miles of Alexandria. Levees on the east side of the river are but little required, only here and there for particular plantations, from its mouth to Grand Ecore, while on the west they are not needed for a greater distance than thirty-five or forty miles on the river below Alexandria. Six to nine miles below this place, the levee, which was already in a precarious condition, has gone into the river for the distance of one-half mile since the recession of the waters. At Wilson's plantation, some thirty miles below Alexandria, the high water of last season broke through, doing much damage, owing to the very wretched state of the levee at that point. Upon the Atchafalaya River and the Bayou La Glaise even the very indifferent levees thereabout saved much very valuable land from the Mississippi overflow of the Lower Red River Valley. Here I would offer the suggestion, in view of the possibility of the General Government taking the conduct of the levees in charge, the necessity of prescribing stringent regulations providing against the habit, universal and most pernicious, of turning hogs upon the levees.

In my opinion, the key to the question of reclaiming the alluvial lands of this valley is to be found in the fact that, during the high flood of this year, the banks of the river, along its narrows between Tone's Bayou and Loggy Bayou were not inundated, save in some very low places. But on both sides of the river, the waters coming from the rear caused what damage was sustained; (fortunately the water subsided in time so that good crops were made.) Can this remarkable fact be accounted for by reason of the removal of the great raft-obstructions above? A correct solution of this query will, in my opinion, go far to solve the problem of reclamation in this valley. If the answer be in the affirmative, then the greater quantity of water heretofore dispersed through many outlets has now recovered its ordinary river-channel, with increased volume and velocity, and the scouring process becomes correspondingly increased; and thus already has the river in that region reduced the level of both its bed and surface to the degree requisite for its ready discharge through its own banks.

I believe that the hitherto controverted question of the effect of levees upon rivers has been conclusively settled in favor of the system. Where there are few outlets to raise the level of beds in sedimentary streams, the effect of volume gives increased velocity, and the combined effect deepens the bed and enlarges the surface.

It is a well-ascertained fact that the Mississippi River becomes deeper as it approaches the sea, and the amount of sedimentary deposit washed through defies close estimate, though we have some approximate of it by the obstructive bars outside of its mouth.

G. W. R. Bayley, civil engineer and member of the commission of engineers for levees in Louisiana, kindly furnished me with some opinions, which I deem worthy of record here:

"Colonel Charles M. Fauntleroy, &c. :

"DEAR SIR: As requested by you, I submit the following brief statement of my general views respecting what should be done for the improvement of the Red River Valley country in Louisiana.

"I would apply the levee system to Red River, and thereby facilitate and expedite the washing out and enlargement of the channel between Grand Ecore and Shreveport, and between Shreveport and the head of the raft, by retaining all the water possible in the main river. The removal of obstructions, logs, snags, rafts of drift-timber, &c., to the free flow of the water in the main river where contracted and elevated, both bed and surface, by deposits caused by the old raft below Shreveport and the new raft above, would be necessary to favor the required enlargement of the main river. Levees should be located far enough back from the river-bank to allow for enlargement; and outlets which divert water from the main channel should be closed, from time to time, and so rapidly as the enlargement of the main river will permit of its being done. I would build levees of ample width of crown and base, and not less than two feet above the highest known water-mark.

"The greater the quantity of water thus retained in the channel, the greater the velocity and the more rapid the scour; and the greater the quantity the less the slopes of bed and surface required for its discharge.

"Where the rafts were, the bed and surface and banks of the river are many feet higher than they were before the raft-formation, when all the water was confined to one channel, as between Cotile and Alexandria, and below, opposite Grand Ecore and Shreveport, and above the upper limits of the raft. Where the greatest quantity of water is confined to one channel, the slopes are least. The rafts, acting as dams, caused lateral overflow, the elevation of the river-banks, and the filling up of the river-bed by deposits and sunken logs. The effect of outlets, however caused, is to raise the bed and surface of sedimentary rivers. I would reverse the process on Red River, and particularly through the old and new raft-regions. In time, the levels of bed and surface would be reduced, and the dangers of overflow much lessened thereby.

"The lakes between Grand Ecore and Shreveport owe their origin to the elevation of the bed and banks of the main river caused by rafts. The head of the raft was near Natchitoches, when Louisiana was first settled, and the beds of portions of the lakes above Shreveport were above overflow and in cultivation within the memory of men yet living. The removal of the raft and the maintenance of a judicious levee-system is, in my opinion, the best and indeed the only remedy.

"Reverse the process by which mischief was done.

"It is possible, as you say, to convert the lakes above Shreveport into an immense reservoir, and to utilize the water so retained to prolong navigation below Shreveport during the low-water periods. This is practicable, but would be expensive.

"At present the valley-lands above Shreveport are of little value and but little cultivated. Their submergence to make the reservoir would therefore entail but little loss. I think that such a reservoir would be of very little, if any, practical use to reduce the danger of overflow be-

low. After it became filled—and it would fill long before the floods generally—it would be, of course, useless, and the breaking of such a dam, from any cause, would be a terrible calamity.

"Below Shreveport you could not make reservoirs without overflow by back-water, the cultivated and cultivable lands on the river-bank

"I think that the best policy would be to try to facilitate the drainage of all these lakes, and to favor the discharge of water from them by excavating, by means of dredging-machinery, draining canals up to them from their lower ends, where they empty into Red River, just above Shreveport, Grand Ecore, Loggy Bayou, Coushatta, &c.

"In substance, then, my plan of improvement for the Red River Valley in Louisiana, would be a levee system, with a gradual closure of all outlets for the main river, and thereby a cutting off the water-supply which makes the lakes, in great part, and the drainage of the lakes themselves at their lower ends, and their reclamation by means of deep canals carried into them at the level of the river below them."

I concur generally with the foregoing, and would be glad to see levees built and maintained by the General Government under an organized levee department, comprised entirely of officers of the Engineering Corps, United States Army, within the nominal purview of the engineer-in-chief.

It is absolutely certain that in the bankrupt condition of the people and of the State of Louisiana, nothing worth while will or can be done to remedy the widespread existing disastrous crevasses, or as a remedy for future occurrences of similar character. If the General Government does not come to the rescue, the richest portion of this fertile country will have to be abandoned.

I regret the impossibility of obtaining any reliable information regarding the high-water marks of flood seasons between the years 1849 and 1874. There are special facts not heretofore stated that primarily affect the navigability of the Red River that perhaps had to be noted here. I shall, however, mention the one which I regard of greatest importance. It is as to the condition of Latier's Bend, two miles below Shreveport. The neck of Latier's point is now about 100 feet across; the distance around it is  $6\frac{1}{2}$  miles. The difference in water level at this neck, as measured at various times, gives an average of 2.30. That part of the point passing from the upper side of the neck is encumbered with numerous wrecks of steamers, dangerous snags, and logs.

The action of the water at the neck of the point is rapidly cutting through, and doubtless will, in a year or two at most, divert the water by this cut-off there made. The effect of this will be to cause a greater difficulty in navigating this part of the river, unless means are promptly applied; for when the water has cut through the upper stratum of the deposit, a channel of not more than 8 or 10 feet deep will have been made down to the older formation that at one time formed the bottom of a lake, and which is so hard and tough, that the water in its passage over it will be powerless to effect a deeper cut; here, then, dredging will be requisite to effect a channel of sufficient depth and width for the water to pass readily at all stages.

Very respectfully, your obedient servant,

CHAS. M. FAUNTLEROY,

*Secretary to the Commission to report Plan of Permanent  
Reclamation of the Alluvial Lands of the Mississippi Valley*

G. K. WARREN, Major Engineers, &c.,

*President of Commission.*

## APPENDIX B.

## REPORT OF SURVEY AND BORINGS MADE AT THE PROPOSED SITE OF THE LAKE BORGNE OUTLET,

BY C. G. FORSHEY, ASSISTANT ENGINEER, UNDER ORDERS OF THE COMMISSION.

Among the many propositions for controlling the floods of the Mississippi River, for the protection of the cultivator of its alluvial lands, attention has been prominently turned to outlets or weirs, for the discharge of the surplus waters during the flood season.

Only two localities present themselves for such weirs, with any feasible means of guarding and disposing of the waters thus extravasated, without defeating the object of the levees; that object being the safe defense of the cultivator against river-floods.

These localities are the Bonnet Carre and the English Turn, and call for more thorough examination.

Both were treated in the great delta survey of 1851 and 1860, by Humphreys and Abbot, whose opinions favored such experiments under certain conditions prescribed by them.

The consideration of the Bonnet Carre, where the river approaches near Lake Pontchartrain with a very high level on the left bank, showed, however, some momentous consequences of an outlet there, namely, the obstruction of Lake Pontchartrain as a navigable lake, by deposits from the river, and the destruction of the Great Northern Railroad; both of which seemed inevitable, and stood as weighty objections to that locality.

The English Turn (two miles below) brings the river in like nearness to Lake Borgne, and without involving consequences so grave as obstacles to an outlet for the river. Lake Borgne has but minor value as a navigable water; and, with shores opening directly to the Gulf, could not have its level materially elevated by receiving a discharge of Mississippi water.

The distance from the river to Lake Borgne at Story and Repose plantations, is only 5.3 miles. (See map A.)

The bend of the river is somewhat convex, and slowly encroaching upon the land, with a high-water level above the land, varying from 5 to 6 feet along the banks nearest to the lake.

The bayou Bienvenue, of historic note, bounds above, and bayou Duprez limits below, the area over which the waters must be guided, in case of a weir being established here. The Mexican Gulf Canal has been cut from near the river-bank to bayou Duprez, and, utilizing its channel, the canal passes with it into the lake, at about four miles south of the mouth of bayou Bienvenue. Both these channels must be avoided by the works which will be required to control these waters and guide them to the open lake; and, even then, it is probable that both would soon be destroyed as navigable channels.

## TOPOGRAPHY OF THE GROUNDS.

I have caused an exact survey to be made of the lines selected for the probable location of the levees of protection, starting 8,000 feet apart on

the levee-front, the lower line 82 feet below the line of Story and Repose plantations.

This line bears about N. 65° E., and reaches the lake 1,583 feet above the mouth of Bayou Duprez.

Its length from levee to lake is about 28,200 feet = 5.322 miles. The upper line makes an angle of 120° with the river, bearing N. 35° E., and steers clear of, and reaches the lake just below the mouth of Bayou Bienvenue. Its length from the river to the lake is 34,400 feet = 6.5 miles.

Within this area of 12.5 square miles the space of open plantation-land, chiefly on the Story estate, is 750 acres = 1.2 square miles.

The area of swamp-land, covered with trees, generally small maple and ash with large cypress, is 4.74 square miles = 3,033 acres.

All the prairie is liable to daily tidal inundations, while the forest is but little higher, in the main, and is frequently, much of it daily, under water.

The lower boundary-line, starting from the river, now at low water, rises ten feet to the batture bank, (nearly one hundred feet wide from there to the levee.) This rises two and a half feet above the batture, and two inches above high-water mark of 1874, the highest known flood in this portion of the river.

The line then descends 4 feet to the base of the level on the land side, and thence with the land surface nearly 4 additional feet in the first station of 700 feet. It then rises, after crossing this low ground, to an elevation of only 4.5 feet below the datum, and thence the ground declines, with slight undulations, for about 4,000 feet farther, or a mile from the levee, to the general level of the forest swamp. This is only 1.5 feet above the lake level at mean tide, or 11.5 feet below the high water of the Mississippi River.

This level is maintained, with very gentle undulations of only half a foot, to the end of a long forest projection that reaches within a mile of the lake itself.

Near the lake the ground rises 1 foot to the shore, where it has a natural ridge or levee of an additional foot, beyond which it falls directly to the level of the Gulf, just 13 feet below the high-water mark of 1874, as taken on the levee November 5, 1874.\*

The upper boundary-line has a batture about 200 feet, 3.5 feet below high-water mark, a levee 4.5 feet above batture, and the line descends on land side to 5.5 feet.

In 1,000 feet it descends to 8 feet, and in 4,000 feet it reaches, at the end of the plantation, a depression of 12 feet, to the forest swamp level. The forest, like that on the lower line, is of small saplings, increasing in size with some large cypress, back to 12,127 feet. Thence the prairie marsh maintains nearly the same level of 12 feet below datum to within 500 feet of the lake. Thence it rises 1 foot to the very shore, which is bounded by a natural bank 1 foot high, and drops to 13 feet, the lake and gulf level.

The lake along this entire front has a depth of 10 feet within 1,500 feet of the shore-line.

Near the shore it deepens 1 for every 150 feet, and the bottom is hard, compact black or blue clay.

Above and below our area of discharge are considerable bayou channels—Bienvenue and Duprez, with channels of 20 feet and 10 feet depth, and 100 and 300 width; but from their mouths out into the lake

\* Day calm and clear, without extra tides, but relative state of tides at 14 inches in lake and river not well ascertained.



there is no defined channel, except as cut for the canal at Duprez's mouth, and only a mud-bar of about 4 feet of water. Into Duprez vessels of 8-feet draught (with lumber and oysters) enter and pass up the channel and through the Mexican Gulf Canal, near the river-bank, half a mile below our lower line.

Thus the whole area is without topographic vicissitude. The forests would have to be razed and entirely removed, or burned, to give free flow to the waters from the river to the lake. It will be seen from the profiles herewith (see Chart B) that the outlet could not be depended upon for more than 5 feet discharge at high water, nor for more than 4 feet during the dangerous flood-season.

This would furnish a jutage of 32,000 square feet, and practical discharge of not more than 4 feet per second. The discharge then would amount to 128,000 cubic feet per second.

In like manner the lake, being leveed by an elevation of 1.5 feet above the swamp-level, reduces the discharging depth by as much, and leaves a practical cross-section 16,000 by  $2 = 32,000$  square feet, with a fall of 9.5 feet in  $\frac{56 + 68}{4} = 31,000$  feet = mean distance to the lake.

Such discharge, over a very rough bottom at best, would probably equal 4 feet per second, but could not be relied upon for more than 5 feet, and at this rate would deliver 150,000 feet per second.

Should this opening be made, the revetting required to protect it from abrasion and cutting a channel should be confined to the jaws and river above and below them, and should not cross the channel-front nearer than about 1,000 feet back, until the surface-front should be carried away back to that distance. There is much doubt whether that would be effected by the current. But without it the discharge would not render the amount of service expected.

Beyond that distance, I should have no expectation of abrasion or disturbance of the surface-soil.

In the forest portion of the weir, even after the smoothest practicable clearing, I would expect accumulations of drift-wood, tow-heads, and rafts to form, and be half buried in the sand, thus encouraging the closure of the weir.

These must be annually removed, if practicable. And even with the exercise of all human effort, I doubt our capacity to prevent the destruction of the Lake Borgne outlet.

The levees will be so little diverged as to make the delivery at the lake about double the width at the river. It would be 16,000 feet wide and 2 feet deep in delivery  $= 32,000 \times 5 = 160,000$  cubic feet.

It is probable that such delivery would best accomplish its purposes and have least risk of self-closure.

I respectfully recommend the weir of this form.

#### GEOLOGY OF DEPTHS AND TOPOGRAPHY OF SURFACE.

The general slope of the lands fronting on the river is rapid back toward the lake, reaching near the swamp-level at about 3,000 or 4,000 feet from the river-bank. In like manner with the habitudes of the river throughout its alluvial beds, it has here graded its banks back to the swamp by dropping its heaviest and coarsest material first, and by bearing farther from the channel the lighter and alluminous particles. Thus, when the overflow was arrested by the levees, the process of the swamp elevation and extension of the higher alluvion back toward the lake was cut off, leaving the graded slopes a permanence forever.

## PROCESS OF GEOLOGICAL FORMATION.

Our borings at the river penetrate the level of the Gulf at about ten feet from the surface.

The deposit below this was made in the sea, as was all the alluvial material below the Gulf level.

In the process of filling the Gulf the river has, doubtless, preserved a fluctuating channel beneath the sea-water. Hence, any shaft sunk into the alluvion, for example between the river and lake, at the proposed outlet, may pass through all the variety of material thrown down *in the channel*, and along the channel-banks.

These materials vary from coarse sand, associated with logs and fragments of wood, to fine sand, various clayey matters, chiefly aluminous, iron oxides, and decayed vegetation. Each of these may form a bed for itself, but more generally they are mixed two or more together, excepting quicksands and blue clay. These are often found pure, and in greatest depths.

## BORINGS TO DETERMINE THE STRATIFICATION BETWEEN LAKE BORGNE AND THE MISSISSIPPI RIVER AT "ENGLISH TURN."

*Apparatus.*—The augur used for penetrating the ground and bringing up samples of the matter beneath, is a common one and a quarter-inch boring-auger, with screw-shaft of one foot length and handle-shafting of one inch gas-pipe in five-foot sections. This penetrates through 1½-inch gas-piping, driven down by a small pile-hammer worked by hand, lifting and dropping it upon an anvil or heading fitted on and in the head of the pipe.

Experience has shown that in driving these five-foot sections of piping the matter penetrated rises in the tube, and that the driving readily reports the moment when this ceases. The auger is then introduced, and by a few revolutions fills the whorls of the screw with the mud, clay, or sand in the tube.

Generally it is withdrawn at each foot of descent, often passing two or three feet below the tube's extremity, and samples of the borings are bottled and labeled and preserved for inspection.

The tube is then driven with greater ease as far as the auger has preceded it. Most of the penetrations are without difficulties except that all the deep borings show increased difficulty in driving, owing of course to friction against the ground.

Quicksands are not penetrable by driving, but the force-pump is attached to the auger-shafting, the inner tube conducting water down to the quicksand and forcing sand and water up the sides between the two tubes; and this is easily driven, if promptly plied, down the cavity thus made, following to the bottom of our quicksand stratum.

Samples of this are kept in like manner as other materials.

In two instances only were impassable obstructions found.

In boring No. 3, on the river-front, we found at eighty feet an obstacle stubbornly resisting the tubing, and battering its lower end in such manner as to indicate some hard rock, which, when pulverized, left a whitish matter on the battered end of the tube.

I believe it to have been a granite boulder, or other very hard rock, probably pertaining to the drift-beds\* supposed to pass beneath the Gulf.

\* The diluvial beds or the stratum of pebbles, siliceous rocks, in the bluff formation at Vicksburgh, Grand Gulf, Natchez, Tunica, Bayou Sara, and even Baton Rouge, show the dip southward to be very gentle; and whether at that geological age the Gulf held its present level or not, there is good reason to believe that some of its material was borne forward and dropped into the depths, by the melting ice of the glacial sea. It is no matter of surprise that our shaft should encounter such obstacles.

Another obstacle in another boring arrested the auger and tubing. But we believe that this was compact indurated sand. Our haste forbade delay in favor of mere scientific inquiry. The area for the proposed weir (see plan) was thus sounded for its stratification in fourteen localities, as shown, four in front, four at  $1\frac{1}{2}$  miles back, three midway, thence to the lake, and three on the lake-front.

The minutes of these borings were carefully recorded by Capt. Jenks Brown, and his book of record is transmitted for examination in proof of the care and detail of his work.

The samples taken at every five feet of depth are preserved in glass jars, closed and labeled on the spot.

The time allowed for this work was insufficient by a month; and the necessity of work at night, in these nearly inaccessible marshes, amid serpents and mosquitoes, must explain many deficiencies. The depths obtained for the first two lines is one hundred feet, and for the others about seventy feet, mean.

The following are general remarks deduced from the study of the samples obtained from the borings:

At various points, in boring No. 7 we found white sand, indicative of pure marine source. This was without shells. At several other places our auger brought up fragments of marine shells, sometimes whole ones, mostly young, all of recent genera and species, evidently at the then bottom of the Gulf.

They were so frail and light as to prove their residence in some cove, or protected locality on the sea-bottom. The material in which they were found was manifestly alluvial, cast down through salt-waters, ultimately smothering and destroying them.

*Note.*—A complete analysis of the specimens obtained from the borings will be made, but could not be prepared in time for this report.

A selection from these specimens were sent in boxes by Professor Forshey to Prof. S. F. Baird, of the Smithsonian Institution, for identification and classification. The latter referred them to Prof. A. Verrill, of New Haven. By him part were sent to Professor Dawson and part to Professor Carpenter, of Montreal. Answers to these applications for scientific assistance were not received by Professor Forshey in time to be embodied in the report submitted by him to the commission. These gentlemen, however, very kindly and promptly complied with the requests made upon them, and the information on being received by Professor Forshey was sent by him to the commission, and is here embodied as a note to his report, at the place indicated therein by him.

G. K. WARREN,  
*President of Commission.*

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*Extract from a letter from Prof. Philip B. Carpenter, Ph. D., to Prof. C. G. Forshey.*

Principal Dawson writes that "the sand in your box is purely siliceous. There are no *Foraminefera* in it, but there is very little material. There is one piece of a *Bryozoan*, probably *Membranipora*; species unknown to me."

Professor Verrill writes: "The fragments of *Echinids* apparently belong to two different genera, one a *Spatangoid*, and the other is perhaps *Mellita pentapora*."

*List of Mollusca from boring No. 6, 64 feet deep, in Mississippi delta ;  
pared by Professor Carpenter, Montreal.*

Marked species :

- (1.) *Nassa Hotessieri*, D'Orb., 1 + fragment, adult.
- (2.) *Olivella nitidula*, Dillw., 1 sp., jun.
- (3.) *Olivella ? fulgens*, Riv., 1 sp., very young.
- (4.) *Pleurotomid*. Small fragment, not enough to recognize even genus.

*Lucina ? Carriboecorum*, D'Orb., 3 valves.

*Anania*. Fragment.

*Pecten*. Fragment.

*Lithophagus*. Fragment.

*Cardium ? muricatum*. Fragment.

*Tellenids*. Various fragments, genus and species uncertain.

(3a.) *Corbula, larribola*, D'Orb., 2 valves.

(3b.) *Spirula lateralis*, Say., 3 valves + fragments.

All the above are believed to be now living in the Florida seas.

There are, besides, two fragments of *Bulanid* ; one fragment ? *branipora* ; several fragments *Spatangoid* and ? *Mellita pentapora* ; siliceous sand.

The inference is encouraged that the Gulf, beneath the alluvion, is deeper here than 100 to 200 feet.

Other reasons for the same conclusion, in the Gulf shore depths, be found both west and east of the delta, at near this distance.

An approximate estimate of Gulf depth at this point of the river be had by inspection of the soundings made by the Coast Survey along the Gulf borders, say in the Vermillion Bay, west of the delta in the Mississippi Sound, east of the delta. Prolong the Gulf curve from west of Vermillion to east of Bay Saint Louis, it will through New Orleans, and ten miles north of this point.

The ten-fathom line would not be distant from this point.

Wherever the river-bed has occupied the ground sounded, we should expect a depth of 100 feet or more for the alluvial beds.

Elsewhere the depths may be (and probably are) less than a hundred feet from the bottom of the bay that projected up to Manchac beyond, prior to the alluvial deposit.

Accordingly in several of these shafts we pierced the sea-shore or bottom materials, both in recent sea-shells and sands, and at times lying immediately upon the bottom sands. This I supposed to be sea-weed cumulated in masses in the bottom of interior bays.

Mud of soft black or bluish kind is found, of considerable depth. Some of these borings, resembling the mud-lump borings nearer the river's mouth. The irruptions of carburetted hydrogen gas from the shafts were marked by violence, throwing mud and shells in quantity and for several minutes, from the tube, from sixty or seventy feet depth. This gas burned freely, with reddish flame ; and, from the shafts, continued several days. This is a general phenomenon of the craters of mud-lumps.

Please find a sample of the shells and mud thrown up from sixty feet depth in Shaft No. 11, box marked (P.) also a sample from box No. 10, at sixty to seventy feet depth, marked (Q.)

This resemblance of some localities in our borings to the mud-lumps is not unlikely, *a priori*, when we reflect that the Mississippi has

encroaching upon the Gulf from far above this locality, and with precisely similar materials has been reclaiming it from the sea. As the phenomena of the mud-lump, its shiny mud, its salt springs, and its gaseous eruptions, now exhibit themselves along the bars of the river as they push out in front of the present passes, so in remote times, when the mouths were discharging into Lake Borgne, and filling the gulf beneath it, the bars pushed forward as at present, suppressing the springs that discharge themselves from the diluvium, and choking their discharge, and causing the upheavals called mud-lumps, and the volumes of gas constantly generating from the decomposition of masses of vegetable matter.

The shafts sunk in New Orleans a few years since furnished such quantities of gas as to promise a permanent supply for illuminating the city.

The jets have gradually subsided, as should have been expected.

All these facts point to the extent of the source, and justify the impression that it is generated in the bottom of the river-alluvion, and probably from the accumulations of sea-weed and sunken-marsh grasses, in the interior and shallow bays. The trembling prairies may have furnished much that was carried to these depths, as the Mississippi sediment actually found above it was precipitated upon those prairies.

These considerations are submitted from but a cursory examination of the material brought up from the depths.

Many of the most striking features have been presented in the very last of the borings.

A further examination of the series of samples would doubtless develop much of scientific interest. But time is wanting.

The boxes containing the parcels have just come from the field, and have not been opened or inspected, except as seen occasionally during the work. They await the orders of the board.

I respectfully ask for time, at least another month, for the study and report of these "voices from the delta depths."

One result of the boring may be taken as fully established. The area proposed for this outlet presents no risks whatever of the formation of a river-channel to the Gulf by means of the proposed outlet.

#### *The cross-sections of the river.*

The soundings made across the river-channel above, in front of, and below our proposed weir are made at a distance of 6,500 feet apart.

These exhibit a contraction in channel-capacity unusual in these comparatively stable portions of the river-bed; the largest of these show a mean section of the Mississippi, the lower sections indicating a more tenacious material in the bed.

The concave bank selected for the proposed weir is gradually, but very slowly, yielding to abrasion, the encroachment having driven back the levee only one remove at the lowest end, according to tradition, within the levee history.

These sections show a depth of only a few feet below our borings in front of them; these borings on the front line show no evidence of the base of alluvial deposits. Borings No. 2 and 3 lie above and below this middle section; they are the lower 82 feet and the upper 100 feet deep, starting only 7 feet above the river-level as sounded. The river would appear here, at least, as carrying its own channel in alluvial deposits. For form, depth, and location, please refer to Chart B, herewith.

*Estimates of cost of levee-protection for the Lake Borgne outlet.*

It must be borne in mind that the public highway, on the Mississippi River, is along the river-banks at the land-side base of the levees.

In making an opening for outlet of the river's flood-waters, it will be necessary to cut off this highway entirely. And as there is no way to flank the outlet, nor to preserve its bottom for a public road, even during season of water too low to escape through the weir, the public opposition of the inhabitants will manifest itself in demands for damages. Nor is it improbable they will be able to make the damage apparent, at least the inhabitants within twenty miles below the weir.

No roads in Louisiana are half so much traveled as the two, running one up and the other down the river from the city.

While it is impossible to put this damage into the limits of an estimate in dollars, it must be held in view as one of the pecuniary obstacles.

The next item is more easily approximated, namely :

*The levee-protection of the weir.*

Above and below the proposed weir, the country must be protected from inundation by guard-levees, properly built and protected against breach or abrasion.

Two methods have been estimated upon, as already submitted to the board, and now recomputed from accurate data, and the results submitted herewith :

*Ordinary earth-work levee.*

I have assumed for this levee a wide crown in consequence of its importance, say twenty feet, have taken slopes at three and three to one, and then computed the prismoid.

The upper levee, reaching the lake a short distance below Bayou Bienvenue, has a length of 3,440 feet, to which I add a return of like dimensions, up the river-bank 1,000 feet.

The lower levee has a length of 28,200 feet, to which I add a like return on the river front of 1,000 feet.

An examination by our borings of the surface stratum shows the vegetable and spongy matter to be about five feet in depth, a material that will not be reliable for more than two feet of solid embankment.

Hence it will be necessary to add to the height of our levee three feet to cover actual sinking throughout all the marine-marsh distance traversed.

Of this marsh, we find 24,000 feet length on the upper, and 6,000 feet length on the lower line.

The following are the cubic contents :

	Cubic yards.
Upper levee.....	643, 158. 88
Lower levee.....	527, 240. 18
Guard-levees .....	21, 260. 00
Sinkage.....	275, 000. 00
<b>Total earth-work .....</b>	<b>1, 466, 659. 00</b>
<b>Probable cost at 50 cts. for earth-work .....</b>	<b>\$733, 329 00</b>

The cost of clearing the forest portion of the area, 5,053 acres, smooth to the ground, wood cut to pieces of ten feet, at, say, \$10 per acre, \$50,530.

*Value of lands to be purchased.*

One entire plantation, Story's, with improvements, sugar-mill, machinery, and buildings, &c., Story's cultivable land, 750 acres, at \$100.....	\$75,000 00	
Forest-swamp, 3,529 acres, at \$5.....	17,645 00	
Marine marsh, 3,857 acres, at \$1.....	3,857 00	
Improvements of all kinds.....	25,000 00	
		\$121 502 00
Ervine's plantation-land, 10 acres, at \$100.....	1,000 00	
Forest-swamp land, 524 acres, at \$5.....	2,620 00	
Marine-marsh land, 330 acres, at \$1.....	330 00	
		3,950 00
Total value of lands to be purchased.....		125,452 00

*Revetment for outlet floor and walls.*

The investigations of this survey warrant the conviction that there will be no abrasion of the general floor beyond the immediate vicinity of the front.

For the better delivery into the weir, with the depth of the estimate, some abrasion of the floor in front would be desirable.

Any revetment, therefore, for the floor should be brought not nearer than 1,000 feet from the river's bank.

Both guard levees, however, and the walls or jaws of the weir, should be well guarded by such protection of piles, timbers, and fascines, as should entirely prevent abrasion.

For this purpose let piles be driven at 6-feet intervals, and timbers let into them horizontally, securing fascines of cypress-brush, compactly covering the surface on front of the levees, and to a distance of 40 feet from base. Let this defense be stronger and wider for 200 feet length around the angles, and extend thence for 800 feet down the entrance on each side.

At this distance, let the piling and fascine revetment extend across the weir, with piles at 10 feet apart, sunk 5 feet in the ground, and timbers secured to them, holding firmly and smoothly a fascine floor of cypress-brush. Let this fascining extend back 800 feet, limited by the height of the ground. At a descent of 10 feet below datum (high-water mark) the revetment would be useless, because of the toughness of the ground.

But the protection of the levees from driftwood and abrasion of violent currents should be extended the whole length of the lake, requiring a line of piles and timber defenses in front, on both sides.

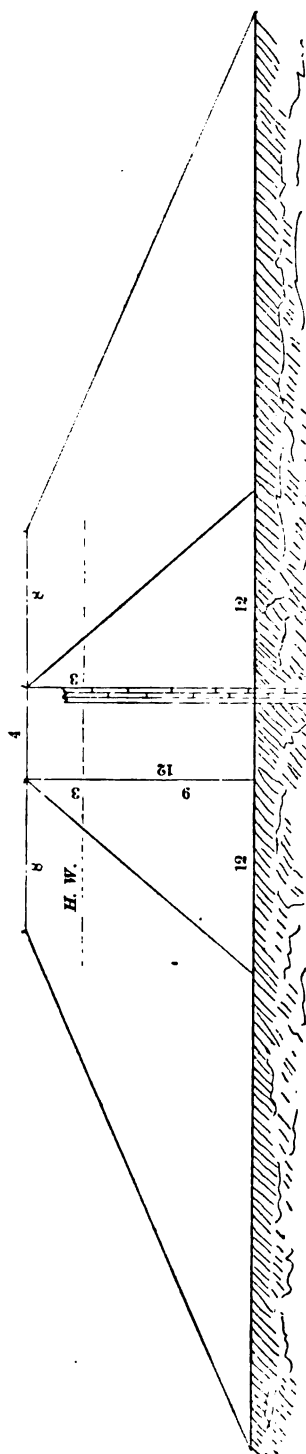
All timbers and lumber, too, of cypress.

A very rude estimate, based upon these requirements, exhibits the following:

Flooring piles, at 30 cents per foot.....	\$130,000
Lumber, \$40 per M.....	80,000
Fascines, 10 per square yard.....	71,000
Revetting mouth of weir.....	9,000
Defensive work to lake.....	43,000
Total revetment.....	333,000

*Second levee estimate—Levee with partition.*

Give a crown of four feet, at three feet above high-water mark, and prescribe the slopes at 1 to 1.



The earth-work of this levee would be reduced to 378,138 yards, after allowance for sinkage of 73,333 yards.

The lumber would amount to 2,791,906 feet, with posts 2 by 12 inches, and planking 2 inches thick, doubled to break joints—the posts to be six feet apart.

The fence rising above high-water mark must be covered three feet by the crown of the levee, and be sunk about three feet in the natural ground, cutting off all roots in the forest portion of the line. In the marsh portion, the fence to be sunk five feet below the surface, the mean depth of the muck and roots of the grasses.

#### *Summary of costs.*

Levee, 347,850 yards, at 50 cents .....	\$173,925
Lumber, 2,792 M feet, at \$50. ....	139,600
<b>Total amount for levee .....</b>	<b>313,525</b>
For clearing .....	30,530
For property .....	125,452
For channel revetting .....	333,000
<b>Total cost with Forshey levee .....</b>	<b>802,507</b>
<b>Cost by earthen levee :</b>	
1,446,659 yards, at 50 cents .....	723,329
Other items as above, viz :	
Clearing .....	\$30,530
Property .....	125,452
Channel revetting .....	333,000
	<u>488,982</u>
	<b>1,222,311</b>

#### *Cost of earthen levees.*

The above estimates are rendered as nearly as practicable to the true cost, but with diffidence as to their certainty.

#### CONCLUSION.

Having, as herein shown, completed the work upon the Lake Borgne outlet survey as thoroughly as the limited time allowed would permit, this report of all the operations is most respectfully submitted.

O. G. FORSHEY,  
*Assistant Engineer,*

NEW ORLEANS, LA.,  
November 30, 1874.



## APPENDIX C.

## STATISTICS OF COTTON, SUGAR, AND CORN CROPS IN THE ALLUVIAL BASIN OF THE MISSISSIPPI RIVER SINCE 1840.

BY MR. A. D. BANKS.

VICKSBURGH, MISS.,  
November 1, 1874.

In accordance with the resolution of your board, adopted at its session in New York City, July, 1874, I have the honor to submit the following memoranda and statistics.

Very respectfully,

A. D. BANKS.

Maj. Gen. G. K. WARREN,  
*President, &c.*

The object apparently contemplated in the resolution of Congress, creating your commission, is to examine into the expediency of protecting from inundation, and bringing into safe cultivation, a region of country, covering an area of over thirty-two thousand square miles, or twenty millions four hundred and eighty thousand acres.\* This soil is of unsurpassed fertility, and has no equal either in extent or in productive capacity in any other alluvial formation in the world.

This vast territory has been subdivided, by the distinguished United States engineers who have examined it, into four sections:

First, the country below Red River belonging to the Louisiana sugar and rice region.

Second, the area lying between the Red and Arkansas Rivers, bounded on the west and north by the highlands of Louisiana and Arkansas. This region embraces the four front north parishes of Louisiana, Concordia, Tensas, Madison, and Carroll, with Chicot and Desha Counties in Arkansas.

Third, the "Yazoo basin," bounded on the east by the Yazoo, Tallahatchie, and Coldwater Rivers, and on the south and north by the bluffs of the Mississippi and Tennessee.

Fourth, that portion extending from Cape Girardeau on the north to Helena on the south, and from the Mississippi on the east to Crowley's Ridges on the west, and known as the "Saint Francis basin."

Nearly the whole of this vast space is annually at the mercy of the Mississippi River, and all who plant there, have to do so at the risk of inundation.

Once reclaim, by a permanent system of protection, the prolific lands of the Mississippi Valley, and in ten years, it is believed, the cotton export from the United States would be doubled. On this alluvial soil, the labor of the cotton States can be intrenched, and it can successfully contend with all Christian and Pagan attempts to compete with this country in the production of cotton.

These bottoms are capable of making from 1,500 to 2,500 pounds of seed-cotton per acre, and, in the climatic conditions necessary for the growth of this great staple, have no equal in the world. The soil is the accretion of centuries, and is of great depth and surpassing fertility.

\* Report of Generals Humphreys and Abbot.

## FIRST LOUISIANA SECTION.

Parishes.	Improved acres.	Cash value of plantations.	Sugar, hogsheads.	Molasses, gallons.	Rice, pounds.
1850.					
Ascension	28,346	\$7,121,695	13,434	554,975	.....
Assumption	31,361	6,000,325	17,160	930,186	.....
Avoyelles	33,898	1,409,239	4,481	291,350	12,900
East Baton Rouge	37,535	2,458,886	7,074	407,358	.....
West Baton Rouge	25,775	2,291,125	7,920	518,870	.....
Iberville	40,050	5,128,400	23,208	1,310,750	.....
Jefferson	22,430	1,821,928	8,897	430,580	.....
Lafourche	40,268	2,479,394	10,055	345,126	.....
Orleans	4,844	579,200	1,495	52,055	.....
Plaquemines	39,774	5,669,150	16,835	589,130	.....
Point Coupee	43,010	2,547,777	8,560	391,546	.....
Saint Bernard	11,435	1,211,043	4,367	173,000	.....
Saint Charles	20,596	2,362,000	10,206	531,300	.....
Saint James	41,905	3,096,155	21,670	926,438	.....
Saint John the Baptist	22,285	2,367,300	11,935	638,239	.....
Saint Landry	87,544	2,184,748	5,951	317,970	.....
Saint Martin's	35,971	1,635,971	4,188	237,160	.....
Saint Mary's	43,051	4,710,920	24,765	897,660	.....
Terrebonne	18,706	2,397,939	9,171	435,290	.....
1860.					
Ascension	42,666	6,253,790	16,087	881,297	.....
Assumption	57,881	7,013,350	17,707	1,230,584	50,800
Avoyelles	58,078	5,175,358	4,445	264,494	739
East Baton Rouge	55,220	2,528,300	5,447	412,680	.....
West Baton Rouge	39,044	3,650,210	10,176	784,570	.....
Iberville	62,523	12,661,190	33,822	2,149,890	.....
Jefferson	24,148	2,682,080	9,467	702,300	.....
Lafourche	40,555	4,104,100	14,736	1,001,210	381,550
Orleans	5,749	1,301,000	2,050	134,000	.....
Plaquemines	28,975	2,791,700	12,607	819,600	4,635,500
Point Coupee	82,932	8,815,520	12,187	1,342,195	3,000
Saint Bernard	.....	.....	.....	.....	.....
Saint Charles	29,969	3,261,900	7,067	543,500	821,325
Saint James	45,166	3,557,050	13,736	1,093,160	11,772
Saint John the Baptist	32,481	2,592,800	4,961	462,250	134,600
Saint Landry	93,292	5,096,118	3,437	339,610	59,640
Saint Martin's	42,870	4,850,021	7,499	524,329	.....
Saint Mary's	78,389	9,737,100	30,731	43,336	22,049
Terrebonne	38,816	7,166,390	17,022	1,210,603	131,016
1870.					
Ascension	40,691	1,475,633	6,423	308,587	15,926
Assumption	39,895	1,953,395	9,558	499,135	17,229
Avoyelles	38,525	1,525,955	325	25,600	78,385
East Baton Rouge	50,355	1,719,591	833	59,497	.....
West Baton Rouge	21,628	1,046,255	806	50,740	.....
Iberville	32,812	1,334,675	4,907	322,800	.....
Jefferson	17,806	1,333,700	2,196	136,200	269,620
Lafourche	32,820	1,998,950	7,124	366,865	1,691,410
Orleans	4,603	859,012	751	17,910	185
Plaquemines	36,777	3,808,300	7,723	421,562	8,639,026
Point Coupee	38,166	1,611,037	1,548	113,210	.....
Saint Bernard	7,648	438,700	686	42,540	190,480
Saint Charles	15,330	920,400	3,914	247,120	2,238,200
Saint James	26,513	2,097,131	6,265	347,722	934,915
Saint John the Baptist	19,880	1,621,127	4,962	346,106	632,670
Saint Landry	80,452	2,252,562	1,988	118,110	33,575
Saint Martin's	33,776	1,621,150	1,494	75,740	.....
Saint Mary's	43,564	4,710,540	6,591	341,445	89,237
Terrebonne	36,693	2,742,325	6,537	366,282	233,000

\* No returns.

## SECOND SECTION, LOUISIANA AND ARKANSAS.

Counties or parishes.	Improved acres.	Cash value of plantations.	Cotton, bales.	Corn, bushels.
1850.				
Concordia.....	87, 406	\$12, 335, 729	63, 970	423, 478
Tensas.....	117, 355	15, 452, 763	141, 493	579, 650
Madison.....	104, 383	11, 640, 660	44, 870	899, 050
Carroll.....	118, 116	15, 068, 712	84, 165	556, 581
Chicot.....	29, 886	1, 403, 204	12, 182	222, 595
Desha.....	9, 207	415, 053	2, 672	95, 355
1860.				
Concordia.....	87, 406	12, 335, 729	63, 970	423, 478
Tensas.....	117, 355	15, 452, 763	141, 493	579, 650
Madison.....	104, 383	11, 640, 660	44, 870	899, 050
Carroll.....	118, 116	15, 068, 712	84, 165	556, 581
Chicot.....	66, 423	4, 399, 554	40, 948	329, 941
Desha.....	42, 284	4, 198, 240	12, 261	239, 923
1870.				
Concordia.....	87, 275	3, 168, 500	15, 899	321, 365
Tensas.....	77, 734	3, 223, 840	25, 371	94, 500
Madison.....	42, 284	1, 757, 403	17, 189	170, 477
Carroll.....	4, 448	2, 376, 630	90, 384	142, 525
Chicot.....	34, 181	1, 484, 065	10, 127	85, 469
Desha.....	33, 202	976, 504	8, 166	44, 797

## THIRD SECTION, MISSISSIPPI AND TENNESSEE.

1850.				
Bolivar.....	16, 973	\$802, 005	4, 723	107, 075
Iscquena.....	27, 031	1, 072, 028	6, 461	143, 130
Washington.....	59, 126	3, 523, 705	26, 178	424, 600
Tunica.....	6, 015	282, 767	717	94, 735
Osahoma.....	11, 478	419, 059	2, 430	134, 815
Sunflower.....	5, 966	215, 099	1, 900	33, 390
Tallahatchee.....	27, 372	514, 589	4, 977	190, 930
Holmes.....	89, 395	1, 447, 136	8, 461	543, 155
De Soto.....	116, 044	2, 072, 394	20, 278	741, 519
Panola.....	73, 713	1, 312, 725	8, 918	451, 909
Yazoo.....	107, 298	1, 977, 731	22, 052	556, 505
1860.				
Bolivar.....	85, 188	8, 759, 270	33, 452	401, 966
Osahoma.....	39, 139	5, 100, 585	13, 325	235, 380
De Soto.....	174, 952	6, 578, 547	40, 113	834, 165
Holmes.....	136, 992	6, 074, 192	41, 840	845, 724
Iscquena.....	56, 596	6, 576, 505	41, 170	398, 500
Panola.....	102, 986	3, 682, 361	24, 311	533, 340
Sunflower, (no return).....				
Tallahatchee.....	54, 907	3, 337, 592	15, 894	373, 150
Carroll.....	164, 239	8, 276, 506	42, 880	1, 140, 174
Tunica.....	29, 341	4, 217, 575	13, 025	18, 055
Washington.....			80, 000	1, 500, 000
Yazoo.....	179, 288	10, 287, 227	64, 075	956, 220
1870.				
Bolivar.....	39, 629	1, 449, 525	15, 571	182, 728
Osahoma.....	23, 959	2, 002, 295	11, 456	151, 985
De Soto.....	191, 692	4, 670, 763	24, 118	741, 363
Holmes.....	93, 691	1, 725, 089	19, 027	352, 623
Iscquena.....	35, 226	1, 723, 230	15, 821	82, 825
Panola.....	103, 567	3, 030, 587	15, 764	390, 767
Sunflower.....	30, 264	1, 227, 452	7, 028	155, 672
Tallahatchee.....	38, 420	1, 130, 292	6, 760	203, 425
Carroll.....	115, 479	1, 833, 972	14, 135	433, 245
Tunica.....	14, 141	829, 115	6, 494	82, 155
Washington.....	70, 119	6, 002, 270	35, 902	948, 691
Yazoo.....	111, 232	2, 890, 611	26, 047	290, 448

\* A portion of these counties thus marked is upland.

## FOURTH SECTION, SAINT FRANCIS BASIN, ARKANSAS AND MISSOURI.

1850.*				
Phillips.....	26, 427	\$1, 086, 775	5, 165	281, 889
Mississippi.....	8, 111	344, 556	455	200, 500
Crittenden.....	8, 475	506, 050	698	163, 970
Scott.....				
Pemiscott.....				
Dunklin.....				
New Madrid.....				
Mississippi.....				
1860.*				
Phillips.....	83, 737	8, 037, 268	26, 993	572, 137
Mississippi.....	17, 584	1, 741, 201	9, 275	359, 697
Crittenden.....	19, 897	2, 408, 415	4, 675	211, 700

## FOURTH SECTION, SAINT FRANCIS BASIN—Continued.

Counties.	Improved acres.	Cash value of plantations.	Cotton, bales.	Corn, bushels.
Scott.....	21,999	626,323	.....	328,949
Pemiscott.....	11,910	578,915	.....	197,599
Dunklin.....	15,822	614,457	.....	319,055
New Madrid.....	40,791	1,688,142	.....	802,366
Mississippi.....	33,624	1,381,300	.....	543,085
1870.*				
Phillips†.....	49,947	194,365	18,002	293,849
Mississippi.....	12,573	477,166	3,587	120,709
Crittenden.....	18,242	443,335	1,841	76,340
Scott.....	32,542	1,081,580	.....	428,567
Pemiscott.....	8,919	193,985	.....	210,145
Dunklin.....	20,997	413,935	.....	256,639
New Madrid.....	35,385	581,230	.....	717,495
Mississippi.....	21,109	406,725	.....	491,991

\* Census of these years.

† A portion of this country is upland.

In 1840, the five front counties north of the mouth of the Yazoo River made thirty-nine thousand bales of cotton. In 1850, the same counties made forty-two thousand bales, showing but little improvement over the production of 1840. After the cession to the State of Mississippi of swamp-lands in aid of a levee system, and after the construction of these levees in 1860, the production of these counties reached 156,000 bales, and an amount of corn more than enough for the extravagant consumption of their people. This increase of cotton in the front counties was accompanied by a corresponding addition in the cotton-product of the other eight counties in the rear, as evidenced in the following:

*Comparative statement of the product of cotton in these counties in the State of Mississippi.*

## NUMBER OF BALES PRODUCED.

Names of counties.	Per census report of 1850.	Per census report of 1860.	Per census report of 1870.
Bolivar.....	4,793	33,452	13,571
Coahoma.....	2,430	13,325	11,456
De Soto.....	20,278	40,113	24,118
Holmes.....	12,635	41,640	19,027
Issaquena.....	8,461	41,170	15,821
Panola.....	8,918	24,311	15,764
Sunflower.....	1,900	No returns.	7,024
Tallahatchee.....	4,977	15,694	6,760
Tunica.....	717	13,025	6,424
Washington.....	26,178	No returns.	35,902
Yazoo.....	22,052	64,075	26,047

Prepared from census report by

EDWARD YOUNG,  
Chief of Bureau of Statistics.

DECEMBER 14, 1874.

The cotton-supply is a problem engaging the attention of the civilized world. Six millions of bales are annually required to furnish Europe and America alone. The average weekly consumption of Europe, according to Mr. Edmund Ashworth, vice-president of the Cotton-Supply Association, is over four millions of bales a year.

The following table presents a fair average estimate of the present production of the cotton-growing territory of the world :\*

	Bales.
East Indies.....	1,500,000
Egypt.....	250,000
Turkey, Levant, &c.....	120,000
Brazil, Peru, and West Indies.....	700,000
United States.....	3,750,000
All other sources.....	50,000

\* Report of British Cotton-Supply Association.

During the war, and the famine prices which the failure of the American cotton-supply produced, British energy and enterprise were greatly stimulated to open new fields of production, and to rid its manufacturers of their dependence upon this country for its raw material.

The English government has greatly encouraged the cultivation of cotton all over its colonies, and in other countries has stimulated great interest in this matter. France, Greece, Turkey, Morocco, Egypt, Portugal, Japan, and even Russia, have been each appealed to; and all are aiding, by exemption from taxation, by land-grants, and bounties, the growth of cotton in their dominions. The results of these exertions are seen in these figures: Hayti, between 1860 and 1862, had increased her cotton-export threefold. Malta produced in 1862 four times as much as in 1860. Smyrna contributed in 1862 sixty thousand bales; in 1860, only ten thousand. In 1864, Manchester was receiving its cotton-supply from thirty-nine sources; among these additional sources of supply were China, with 210,000 bales, Turkey with 38,000, and Japan with 21,000, while the Indian cotton rose from 455,000, in 1860, to 1,500,000 bales in 1866.\*

In 1861 Lord Dalhousie inaugurated the railway system for India, projecting 4,600 miles of railroad, to be constructed at an expense of \$140,000,000.

The government engaged to pay the interest on all sums invested in these India roads, in the belief that with these works of internal improvement all obstacles to a full supply of cheap cotton will be removed. It is not out of place to remark in this connection that if England can afford to take such risks to wrest from America its monopoly of the cotton-plant, surely our Government should make some expenditure to preserve it.

In 1860, cotton constituted three-fourths of the value of our exports; last year, (1873,) under one-half.

The monthly report, No. 6, of the Bureau of Statistics contains a comparative statement of the imports and exports for the year ending December 31, 1872 and 1873.

Imports for 1872.....	\$677, 144, 579
Imports for 1873.....	624, 997, 362
Difference in favor of 1872 .....	52, 147, 217
Exports for 1872, domestic.....	\$534, 438, 789
Exports for 1872, foreign .....	25, 086, 083
	569, 524, 872
Exports for 1873, domestic.....	\$603, 366, 531
Exports for 1873, foreign.....	24, 968, 204
	631, 334, 735
Difference in favor of 1873 .....	61, 809, 863

In 1873, the export of raw cotton amounted to \$219,738,746 against \$197,656,806 in 1872.

It has been truly said that the importance of a large production of cotton as the chief export of the country in adjusting the balances of trade and exchanges, and especially in its bearing upon the future position of the public debt so largely held abroad, cannot be overstated. In this connection the following statistics show the ebb and flow of this export-trade with Great Britain for a series of years, as compared with the cotton-export of other countries.

\* Report of the British Cotton-Supply Association in 1868.



In 1860 the receipts of cotton from the United States into Great Britain were 1,115,890,608 pounds. From all other countries, 275,048,144 pounds. In 1872 the receipts of cotton from the United States into Great Britain, 625,600,080 pounds; from all other countries, 783,237,592 pounds. It is estimated that an efficient levee system would bring into safe cultivation in the course of a few years seven million of acres of the finest cotton-lands in the world, capable of producing one bale to the acre.\*

Scarcely secondary in importance to the growth of cotton is the sugar-crop of Louisiana, produced almost entirely in the alluvion of that State.

At one time the cane-sugar grown in Louisiana equaled about three-fourths of the sugar consumed in the United States. Were its past production restored, which cannot be done without protecting it from the ravages of the river, the amount would even now equal nearly one-half of the sugar consumed in this country.

To give an idea of the decay of this great interest, we present the number of hogsheads produced in 1860 and 1866, with the number of plantations in the same years. (Report of the New Orleans Chamber of Commerce in 1867.)

	1861.	1866.
Crop.....	449,000 hhd.	39,000 hhd.
Number of plantations.....	1,291	347

The total amount of sugar consumed in the United States is about 450,000 tons. Louisiana in 1861 produced nearly one-half of this amount, thereby saving an export of gold for foreign sugar of about \$25,000,000.

Last year the importation of molasses amounted to nearly 40,000,000 gallons, which, at 40 cents per gallon, would amount to \$16,000,000 of additional gold-drain from the country.

Twenty-five hundred thousand acres, it is believed, if proper protection should be afforded, could be used for sugar-growing in Louisiana. (Report of Generals Humphreys and Abbot.)

## APPENDIX D.

### FLOOD-NOTES ON TRIBUTARY RIVERS.

Ohio River—Wabash River—Cumberland River—Tennessee River—Upper Mississippi River—Missouri River—Arkansas River—Red River—Yazoo River.

As the three floods of 1862, 1865, and 1867 will no doubt often be studied and discussed hereafter, I have thought it advisable to append a brief abstract of the most important facts collected respecting them for each of the main tributaries, beginning near the sources and proceeding in regular geographical order toward the mouths. The records for the Yazoo River also include the flood of 1874; which, in general, is treated in Appendix B.

\* Generals Humphreys and Abbot.

## OHIO RIVER.

*Pittsburgh.*—The ice broke up on February 3, 1867, causing the river to rise and immediately to fall 8 feet. The next freshet began to rise rapidly on February 14. By February 15, it stood 22 feet by the Allegheny pier-mark and began falling. The largest freshet of the year attained its height 22.3 feet by the Allegheny pier-mark, on March 13, and then rapidly fell. It was 10 feet below high water of 1832, and 8 feet below that of 1865, which was highest on March 18, and chiefly due to an Allegheny freshet.

*Rochester,* (26 miles below Pittsburgh.)—The freshet of February 15, 1867, was higher by 6 inches than that of March 12, 1867, being 28.5 feet in the channel. It was 13.5 feet below high water of 1832, 10.5 feet below that of 1852, and 7.5 feet below that of March 18, 1865, which was precisely equal to the 1860 and 1861 freshets.

*Marietta,* (171 miles below Pittsburgh.)—River began rising slowly on February 9, 1867; attained highest point, 35 feet above low water, on February 17-18; fell slowly; began rising on March 9, and culminated on March 13-14, at a point 28 feet above low water; then slowly receded. Downfall in February, 1.8 inches; in March, 5.3 inches.

*Parkersburgh,* (183 miles below Pittsburgh.)—River began rising on February 13, 1867; was highest, 36 feet above low water, on February 17-18; fell slowly. Its high-water mark was 2.5 feet below that of 1865.

*Cincinnati,* (466 miles below Pittsburgh.)—The duration of the flood of 1867 was unprecedented. For 32 consecutive days (February 16 to March 19) the mean channel depth was 51.3 feet, the greatest depth being 55.8 feet on February 22, and 57.3 feet on March 14-15, and the least depth being 44.6 feet on March 2-3. The March rise was 0.6 foot below high water of 1865, and 1.3 feet below that of 1862. Immense local rains during flood of 1867.

*Louisville,* (618 miles below Pittsburgh.)—The rise of February 22, 1867, was 8 feet, and that of March 15, 2.8 feet below the high water of 1832. The March rise was a little below the high water of 1847. For five months snows and rains had been excessive, the downfall being estimated at three times the usual amount.

*Wabash River.*—In 1867 there was only one important rise, which occurred in February. At Eugene, Ind., (350 miles above mouth,) by exact marks the high water of 1858 was the highest on record, being 28 feet above low water. It was 1 foot above the high water of 1828 and 1844, 4 feet above that of 1851, and 2 feet above that of 1867. In latter years the river remained bank-full from the latter part of February until the middle of May; snows during winter and rains in March being excessive. In 1862 the high water occurred in February, and was very destructive. During the 34 years between 1833 and 1866, six crops have been lost from overflow. At Terre Haute the high water of 1867 was 1.3 feet below the high water of 1858, the highest on record, culminating on February 21 with river 25.3 feet above low water. The rise began on February 9. At Vincennes the river was out of its banks from February 19 to March 2, inclusive, being highest on February 22-23, when it was 0.5 foot higher than ever known before, (25 feet above low water.) Snows and rains had prevailed during the winter.

*Caseyville, Ky.*—In 1867 the river began rising on February 1, and reached highest point on March 1, being then 0.5 foot above high water of 1832, and 4.1 feet above high water of 1847. The second rise culminated about March 16, and was 0.4 foot below the first, the fall between the two rises being about three feet; downfall during the winter was without precedent.



*Cumberland River.*—At Carthage the high water of 1867 was 7 feet below that of 1826, 4 feet below 1847, and 1 foot below 1862; and was 40 feet above low water. The rise began on February 25, culminated on March 9–12, subsided 8 feet, but again swelled until March 25 or 26, when it finally fell. At Nashville the flood was 0.8 foot below the high water of 1847 on March 13. On Harpeth Shoals, 30 miles below, where extreme low water gives a depth of only 13 inches, this flood stood 64 feet. The rise there began on February 28, the water standing 19 feet. It culminated on March 13. After March 16 the river fell very rapidly, with no second swell. It was over banks (above about 55 on shoals) from March 8 to March 16, inclusive, indicating a flood of unusually long duration. At Eddyville the flood was 1.2 feet above high water of 1847 on March 18, the highest floods previously on record there.

*Tennessee River.*—The flood of 1867 far exceeded all precedents for the past 90 years. It consisted of one great rise due to furious rain-storms which covered its entire valley, particularly the mountain region. At Kingsport, on the Holston, rain fell nearly continuously from February 23 to March 7. At noon of March 7, the river attained its highest point, being 30 feet above low water and 4 feet above any other flood. In 20 hours it fell 10 feet. At Strawberry Plains the freshet rose 52 feet above low water and 11 feet above any other flood. At Knoxville the river rose 12 feet above high-water mark of 1847, and was over 50 feet deep. Near Harrison, the Tennessee rose 15 feet above any known water-mark. At Chattanooga the rise began on March 4, overflowed banks on March 8, and attained height on March 11, being 53 feet above low water and 15.5 feet above the high water of 1847, the highest on record. The river fell with equal rapidity to usual level. Rains were incessant for four days before highest water. At Bridgeport, Ala., the flood reached its maximum, 11.5 feet above all former marks, late on March 12. At Bellefonte, Ala., rise began on March 5, and was highest on March 13, when it was 9.1 feet above high water of 1847. At Decatur the freshet culminated on March 16, being six or seven feet above any other flood; it remained stationary for two days. At Florence, Ala., the freshet began on March 1, culminated on March 15 falling very slowly for three days. It stood 6 feet above all other floods. At Eastport it stood 7 feet above any known flood. At Johnsonville the flood culminated on March 22, being 3.8 feet above all previous water-marks, and 44.8 feet above ordinary low water; by April 1 it had returned within banks. At Paducah the rise culminated on March 21. The destruction of property and life occasioned by this flood was beyond parallel in the history of the Tennessee Valley.

*Metropolis*, (40 miles above Cairo.)—The February rise of 1867 was 15 feet below high water of 1847. The river remained nearly stationary until March 9, when it began to swell; it culminated on March 20 at a point above all previous water-marks, being 3 feet above high water of 1865, and 4.4 feet above that of 1847. The fall was rapid.

*Mound City*, (6 miles above Cairo.)—The flood of 1867 rose 0.9 foot above high water of 1862.

#### UPPER MISSISSIPPI RIVER.

*Fort Ripley.*—No rain fell between November 26, 1866, and April 13, 1867; no spring rise in 1867.

*Winona.*—There were not 12 hours of rain between January 6 and April 13, 1867; no early spring rise, the river being frozen in March.

The highest points reached between October 4, 1866, and April 22, 1867, were on December 24, when the river was 6.6 feet above low water, and on April 22, 1867, when it was 9.4 above low water and rising. The total range here is about 14 feet.

*Rock Island.*—The highest recorded mark is that of March, 1870, which was 16.7 feet above low water of 1864. The high water of 1862 was 1 foot and that of 1867 was 2.35 feet below high water of 1870.

*Illinois River.*—At La Salle, 18.5 inches of rain fell between February 1 and June 3, 1867. A freshet, rising within 1 foot of top of levees, culminated on February 17, 1867, being 26 feet above the low stand of February 3; the river remained high, but oscillating, until June 3, (date of letter,) the lowest point being about 7 feet above low water, on May 19.

#### MISSOURI RIVER.

*Fort Randall.*—The river remained frozen until April 9, 1867, being at low-water mark, or about 5 feet deep. It began rising on April 12, and on April 17–19 it was bank-full, but it fell at once to usual summer level. The freshet did no damage. No local rains fell for the five months ending April 16.

*Niobrara.*—In March, 1867, about 2.5 feet of snow fell; and on April 17, about 3 inches of rain. On April 1, the river was at usual summer level, but a sudden and excessive (10 feet) freshet in the Niobrara raised it rapidly. Combined with the rise above, this freshet raised the Missouri, on April 18, to a point 1.5 feet below the high water of 1853, and 2 feet below the high water of 1866, the highest recorded flood.

*Omaha.*—Ice broke up on April 7, 1867, the river being very low. The melting snows caused it to rise rapidly until, on April 23, it stood 18.8 feet above extreme low-water mark, (1863.) It was 1.9 feet above high water of 1866, and 0.1 foot above that of 1844. By April 30 it had receded within banks, a fall of about 7 feet. The levees were completely overflowed.

*South Platte River.*—At Fort Sedgwick much snow fell in March, 1867. The mean temperature was very cold; and the river there, about half a mile wide and 2 feet deep at low water, was frozen solid. The ice broke up on April 8, with a little freshet.

*Saint Joseph.*—The ice broke up on February 13, 1867, causing a little rise of 5 feet, due to melting snow and ice-gorges. The highest stand in February or March was 12 feet within banks.

*Leavenworth.*—The Missouri was very low during March, 1867. Quite a freshet occurred between April 10 and May 9, the river being at these dates 5.5 feet above low-water mark. At its height, on April 27 and 28, it stood 18.6 feet above low water, and 0.7 foot above the mark of April, 1866. No damage was done by freshets locally.

#### ARKANSAS RIVER.

*Fort Smith.*—The high water of June, 1866, was 3.8 feet above that of 1862, and 2 feet above that of 1867.

*Little Rock.*—There were heavy rains and snows in March, 1867, which, however, flooded the White, Little Red, Washita, and Saline Rivers, heading near the Arkansas, more than they did that river itself. Before the storms occurred the latter river was about 3 feet above low water; in two days after the rains began the river commenced to rise so rapidly that in about three days it rose 25 feet, to its highest point, which was 6 feet below high water of 1833, and 1.1 feet below that of

August, 1866. The river rapidly subsided, doing little damage above the influence of back-water from the Mississippi.

*Pine Bluffs.*—In 1867, the river did not reach the top of its banks by some feet. The flood of 1833 is the greatest recorded. Next to it is that of 1844, which was occasioned by a general freshet in all the tributaries. The river began rising late in March; on May 8 and May 20 it reached the mark of 1833; about July 1 it retired within banks; on August 10 it attained low-water level. The construction of levees on the Lower Arkansas, since 1844, has affected the relative heights of later floods.

*Heckatoo Plantation*, (15 miles above South Bend.) In 1862 there was no great flood in Arkansas River itself. In 1867 the waters rose 0.3 foot above high water of 1866, which reached a higher point than any other flood since 1844. There were several crevasses near and below this plantation in 1867.

*South Bend.*—The date of highest water in 1867 was June 7. About four miles of gaps in Arkansas River levees in vicinity. A moderate flood in Arkansas River at date of high water in 1862.

#### RED RIVER.

*Cut-off Landing*, (nearly west of Lewisville, Ark.)—There was an over-flow in May and June, 1867, damaging about three-fourths of crops. The highest water was about 0.3 foot above high water in June, 1865, and April, 1866.

*Sareveport to Alexandria.*—On June 22, 1867, the river was falling fast. The flood had caused very considerable damage in this region.

#### YAZOO RIVER.

As the Yazoo Pass near Delta exerts a great influence on the floods of this stream when open, the following notes as to the various levees which have been made to close it are of value:

The first levee, near present location, gave way in 1856.(?) It was rebuilt, and again washed away by the flood of 1858. It was again rebuilt in the autumn of 1859, and stood until cut as a military necessity by the Navy, in March, 1863. It was closed again in 1871, and has stood until the present time, although now threatened by the rapid caving of the bank of the Mississippi in the vicinity.

At Red Cross, on the Tallahatchie, 50 miles above Greenwood, the high water of 1874 was 1.3 feet below that of 1867.

At a point on the Yalobusha, 25 miles above Greenwood, the water in 1874 rose 0.5 foot above the mark of 1867.

*Greenwood.*—The highest recorded flood was that of 1874; it was here due entirely to rain, unaided by crevasse-water from the Mississippi, which usually exerts a great influence upon the flood-level. The following figures give a comparison between floods of different years; the extreme range of the river being 39 feet:

High water, July, 1844, was 12 inches below high water of 1874.

High water, March, 1849, was 14 inches below high water of 1874.

High water, March, 1850, was 13 inches below high water of 1874.

High water, April, 1851, was 14 inches below high water of 1874.

High water, August, 1858, was 20 inches below high water of 1874.

High water, June, 1862, was 7 inches below high water of 1874.

High water, March, 1865, was 8 inches below high water of 1874.

High water, March, 1867, was 2 inches below high water of 1874.

High water, March, 1871, was 38 inches below high water of 1874.

Water-surface, April 18, 1874, was 18 inches below high water of 1874.

Water-surface, April 22, 1874, was 0 inches below high water of 1874.

Water-surface, May 9, 1874, was 58 inches below high water of 1874.

Water-surface, May 23, 1874, was 146 inches below high water of 1874.

*Honey Island.*—The highest stage in 1874 occurred on April 24, when the water was 2 feet below high water of 1867. Below this place the influence of crevasse-water began to be felt.

*Yazoo City.*—The following is a record of the flood of 1874 at this locality :

Water-surface on April 15 was 5.3 feet below high water of 1867; water-surface on April 22 was 3.8 feet below high water of 1867; water-surface on April 24 was 3.6 feet below high water of 1867. Highest point on April 26 was 3.4 feet below high water of 1867. Water began to fall on April 28. Water-surface on May 15 was 4.6 feet below high water of 1867.

## APPENDIX E.

### GAUGE-RECORDS.

#### FLOOD OF 1874.

*On the Lower Mississippi.*—Saint Louis, Cairo, Memphis, Helena, Lake Providence, Vicksburgh, Natchez, Red River Landing, Baton Rouge, Carrollton, New Orleans.

*Lake Ponchartrain.*—New Canal, at Magnolia street, New Orleans.

*On the Ohio.*—Cincinnati: Louisville above the falls; Louisville below falls.

*On the Cumberland.*—Nashville.

*On the Tennessee.*—Florence.

*On the Upper Mississippi.*—Rock Island.

*On the Missouri.*—Fort Leavenworth.

*On the White.*—Jacksonport.

*On the Arkansas.*—Little Rock.

*On the Washita.*—Camden.

*On the Black.*—Trinity.

*On the Red.*—Shreveport, Alexandria.

SAINT LOUIS, MISSOURI.

Authority, Corps of Engineers, United States Army.—High water of 1844 reads 41.39 feet; Saint Louis directrix reads 31.81 feet.

ALLUVIAL BASIN OF THE MISSISSIPPI RIVER.

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Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1	3.9	S.	5.8	S.	11.3	N.E.	9.6	S.	17.1	W.	15.3	S.	12.3	N.E.
2	3.9	S.E.	5.7	S.E.	10.8	W.N.W.	9.7	S.E.	17.6	N.W.	14.6	S.E.	11.9	S.W.
3	4.3	W.	6.0	W.	10.9	N.W.	9.6	W.N.W.	17.6	S.W.	14.4	S.E.	11.7	W.
4	4.8	S.W.	5.6	N.W.	9.9	N.W.	9.6	N.E.	17.9	E.	14.9	N.W.	11.4	S.E.
5	6.0	E.N.E.	5.8	N.W.	9.4	W.	10.3	S.E.	16.0	N.	15.3	N.N.	11.2	S.W.
6	6.5	S.E.	5.9	N.W.	9.3	W.	12.1	N.W.	16.0	N.	16.3	N.N.	11.0	N.
7	7.0	S.E.	5.6	N.W.	8.8	S.E.	13.9	N.W.	15.3	N.E.	16.3	S.E.	11.0	S.
8	5.4	S.W.	5.5	S.W.	8.4	N.W.	15.5	N.W.	14.7	N.	15.5	S.E.	11.0	S.
9	4.8	N.	5.5	N.W.	8.0	N.W.	15.9	S.E.	14.3	N.	14.7	S.	10.9	S.
10	5.9	S.E.	5.5	N.W.	7.8	S.	16.3	N.	14.1	W.	14.0	S.	10.9	S.E.
11	7.7	W.	5.0	W.	7.5	S.	16.4	N.W.	13.9	W.	13.9	S.	15.1	W.
12	7.7	S.	4.9	N.W.	7.4	N.W.	16.1	N.W.	13.8	S.E.	13.9	N.	15.9	N.
13	10.9	S.W.	4.8	N.W.	7.6	N.W.	15.8	N.	13.9	S.	14.3	S.E.	16.4	S.E.
14	14.0	S.W.	4.8	N.W.	8.9	S.E.	15.6	S.E.	13.8	N.W.	14.3	N.W.	16.5	S.W.
15	15.3	S.E.	4.3	N.W.	10.3	N.W.	15.4	S.E.	13.3	N.E.	14.4	S.	16.8	S.W.
16	15.3	S.E.	3.9	S.E.	10.6	N.W.	15.9	S.E.	13.4	N.	13.9	N.W.	17.3	W.
17	14.6	N.W.	3.7	S.E.	10.5	N.E.	15.0	S.	12.4	N.	13.1	N.N.	17.6	S.
18	13.6	W.	3.5	S.E.	10.3	S.E.	14.5	S.W.	12.3	E.	13.7	N.	17.8	S.E.
19	12.6	W.	3.4	N.	10.3	S.	14.3	W.	12.4	N.E.	13.9	S.	18.4	S.E.
20	12.6	N.W.	3.9	S.E.	10.3	N.E.	14.0	S.E.	13.9	W.	14.9	N.W.	18.4	S.E.
21	10.6	S.E.	4.4	S.E.	10.3	N.	13.9	S.W.	13.4	N.E.	13.7	N.W.	18.2	S.
22	9.4	E.N.E.	5.6	S.	10.4	N.W.	13.8	N.W.	16.9	N.	13.4	S.	17.9	S.E.
23	8.4	S.W.	7.6	S.E.	10.9	N.W.	13.8	N.W.	17.8	N.	13.3	N.W.	17.5	S.W.
24	7.5	W.N.W.	13.9	N.W.	10.9	N.W.	14.4	S.E.	17.9	E.	13.9	S.W.	17.2	S.W.
25	7.0	S.W.	13.9	N.W.	10.9	N.W.	15.4	N.	17.6	N.E.	13.9	N.W.	16.4	S.W.
26	6.7	W.N.W.	14.3	S.W.	10.7	N.W.	15.9	N.W.	16.9	E.	13.7	N.W.	16.0	S.W.
27	6.7	W.N.W.	13.9	S.	10.4	N.E.	16.9	N.	16.9	N.	13.5	S.E.	15.3	S.
28	6.6	S.	13.6	W.	10.3	S.E.	16.4	N.W.	16.1	N.	13.9	S.E.	15.3	S.W.
29	6.5	W.N.W.	13.3	N.W.	10.3	N.	16.4	N.	16.0	S.W.	13.9	S.W.	14.8	N.
30	6.0	S.	11.9	N.E.	10.3	N.	16.1	E.	15.6	N.	13.3	N.N.W.	14.8	N.
31	6.0	S.	11.4	N.E.	10.3	N.	16.0	N.	15.6	S.W.	12.9	N.N.W.	14.3	N.

## CAIRO, ILLINOIS.

Authority, Corps of Engineers, United States Army.—R. M. of Cairo City Company reads 9.16 feet; to reduce to delta survey-gauge, subtract 9.16 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1	14.1	S.	17.4	S.W.	32.9	E.	41.0	N.	38.4	N.	46.0	S.	14.6	N.E.
2	15.6	S.	15.9	S.W.	33.0	N.	40.9	S.E.	38.4	S.	45.5	S.W.	14.4	N.E.
3	16.8	W.	14.7	S.W.	32.8	N.	40.8	S.	37.5	N.W.	45.3	S.W.	13.9	S.W.
4	18.1	S.	13.7	N.W.	32.3	N.	40.8	N.E.	36.8	N.E.	45.1	N.	13.4	S.W.
5	18.9	E.	12.8	N.E.	31.4	N.E.	40.7	E.	35.8	S.	45.0	N.W.	12.8	S.W.
6	19.2	E.	12.5	N.E.	30.5	N.W.	41.1	S.	34.7	N.W.	45.0	E.	12.3	W.
7	20.6	N.E.	11.9	N.E.	29.3	N.W.	41.9	N.W.	33.5	N.E.	45.0	N.E.	11.8	S.
8	21.6	S.	12.4	S.W.	27.7	S.E.	43.2	N.E.	33.4	N.E.	45.0	S.	11.4	S.
9	24.1	N.E.	14.5	N.W.	26.1	S.E.	43.2	N.E.	34.7	N.E.	44.8	S.	11.0	S.
10	25.3	N.E.	17.7	S.W.	24.5	S.E.	43.8	N.	35.4	N.E.	44.3	S.	10.9	S.
11	26.9	S.	21.5	N.W.	22.9	S.E.	44.0	N.	36.5	S.	43.5	S.	10.8	S.
12	26.9	S.	24.5	N.E.	21.6	S.	43.6	W.	37.4	S.	42.3	N.E.	11.1	N.
13	27.7	N.W.	27.9	N.W.	20.8	S.	43.1	N.	37.9	S.	40.6	N.E.	13.4	N.E.
14	29.0	S.W.	29.5	S.W.	21.3	S.E.	42.2	S.E.	38.6	N.E.	38.5	S.E.	14.2	S.E.
15	30.1	S.E.	30.4	N.	21.5	S.	41.1	S.	39.7	N.E.	38.9	N.	15.6	S.E.
16	32.0	S.E.	30.8	S.E.	22.0	N.E.	38.8	S.E.	41.1	N.E.	33.4	W.	16.1	S.W.
17	33.2	S.W.	31.0	S.E.	23.0	N.E.	38.5	S.	42.0	N.E.	30.3	S.	16.3	S.W.
18	33.5	S.E.	30.8	S.	25.8	N.E.	37.1	S.	42.9	E.	27.7	N.E.	16.6	N.E.
19	33.3	N.	30.3	S.	27.0	S.	36.9	N.	43.6	E.	25.8	S.E.	17.3	N.E.
20	33.0	N.	29.3	S.	28.0	S.W.	36.9	N.E.	44.4	S.	24.2	S.W.	17.7	N.E.
21	32.7	E.	27.6	S.	29.8	S.W.	36.5	N.E.	45.1	N.E.	24.6	N.E.	18.0	N.E.
22	32.1	N.E.	25.7	N.W.	32.3	N.W.	36.3	N.	45.6	N.E.	21.1	S.	18.3	S.
23	31.5	N.W.	24.0	N.W.	34.3	N.W.	36.3	N.E.	46.2	N.E.	19.8	S.W.	17.8	S.
24	30.6	N.W.	23.3	S.	36.6	W.	36.5	S.	46.8	N.E.	18.0	S.W.	17.3	S.
25	29.5	S.W.	23.3	S.	38.5	S.	36.8	N.	47.9	N.	18.0	E.	16.8	S.W.
26	29.5	S.W.	27.6	S.	39.9	S.	37.4	N.E.	47.4	S.	17.1	E.	16.3	S.W.
27	28.3	S.W.	29.4	N.W.	40.7	N.E.	38.2	N.E.	47.1	N.	16.5	E.	15.8	S.
28	25.8	N.W.	30.7	S.	41.0	E.	39.1	N.E.	46.7	N.	15.3	S.	15.5	N.E.
29	23.8	N.E.	31.7	S.	.....	.....	38.6	N.E.	46.4	S.	14.8	S.	14.9	N.E.
30	20.9	N.E.	32.4	N.E.	.....	.....	38.8	N.	.....	.....	14.6	S.	14.3	N.E.
31	19.0	S.	.....	.....	.....	.....	39.5	N.	.....	.....	.....	.....	.....	.....

MEMPHIS, TENNESSEE.  
 Authority, Corps of Engineers, United States Army.—To reduce to delta survey gauge add 1.02 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	8.4	S.W.	17.3	S.W.	34.1	N.W.	30.7	N.W.	32.3	N.E.	34.0	S.	12.8	N.E.
2.....	9.3	S.W.	16.1	S.W.	34.8	N.W.	31.4	S.	32.3	N.E.	34.0	S.W.	12.2	N.E.
3.....	9.9	N.W.	14.4	N.W.	35.5	N.W.	31.7	N.W.	32.3	S.W.	34.0	S.W.	11.8	S.W.
4.....	10.4	N.W.	12.5	N.	35.8	N.	32.0	N.E.	32.0	N.W.	33.9	N.W.	11.4	S.W.
5.....	10.9	N.E.	10.7	N.W.	35.7	N.W.	32.3	S.E.	31.8	N.W.	33.9	S.W.	11.1	S.E.
6.....	11.8	N.E.	9.6	N.W.	35.5	N.W.	32.5	N.W.	31.4	N.E.	33.8	S.W.	10.9	S.E.
7.....	12.6	S.E.	8.5	N.	35.0	N.	32.8	N.W.	31.0	N.E.	33.8	S.W.	10.7	S.W.
8.....	13.6	S.	8.1	N.W.	34.4	N.W.	33.0	N.W.	30.7	N.E.	33.7	S.	10.4	S.W.
9.....	14.5	S.	7.7	N.W.	33.8	N.W.	33.3	N.E.	30.4	S.W.	33.7	S.W.	9.7	S.
10.....	15.7	.....	7.7	N.W.	33.3	S.W.	33.3	N.E.	30.5	S.W.	33.5	S.W.	9.3	S.W.
11.....	17.0	.....	8.8	N.E.	31.3	S.	33.3	N.W.	30.7	S.W.	33.4	S.W.	8.9	N.W.
12.....	18.1	S.	11.6	N.W.	19.5	S.W.	33.3	N.W.	30.9	S.W.	33.3	S.W.	8.5	N.W.
13.....	19.3	N.W.	13.8	N.W.	18.1	S.W.	33.4	N.E.	31.3	N.E.	33.1	S.W.	8.7	N.W.
14.....	20.6	N.W.	16.4	N.	16.8	S.	33.4	N.E.	31.9	N.W.	32.8	N.W.	10.5	.....
15.....	21.6	.....	19.3	N.W.	15.5	S.E.	33.4	S.W.	32.4	N.W.	32.5	S.W.	11.6	.....
16.....	21.9	S.E.	21.1	S.E.	14.7	N.E.	33.1	S.W.	32.8	N.W.	31.9	N.W.	12.5	.....
17.....	22.9	S.W.	21.9	S.	15.1	N.W.	33.1	S.W.	32.8	N.W.	31.9	N.W.	12.7	.....
18.....	24.0	S.W.	22.6	S.E.	15.8	S.E.	32.9	N.E.	32.4	S.W.	30.5	S.W.	12.8	.....
19.....	25.6	N.W.	23.2	S.E.	16.6	S.E.	32.6	N.E.	33.6	S.E.	25.4	S.W.	13.0	S.E.
20.....	26.2	N.W.	23.4	S.	18.1	S.E.	32.6	N.W.	33.7	N.W.	25.4	S.W.	13.3	S.E.
21.....	26.8	N.W.	23.1	S.E.	20.0	N.E.	32.1	N.E.	33.8	N.W.	25.4	S.W.	13.6	S.W.
22.....	26.1	S.W.	21.8	S.E.	22.5	N.W.	32.1	N.	33.8	N.W.	19.1	S.W.	13.8	S.W.
23.....	26.5	S.W.	20.3	S.	24.5	N.W.	31.6	S.E.	33.8	S.W.	16.7	S.W.	13.6	S.W.
24.....	24.6	S.	18.7	S.E.	27.8	N.W.	31.6	S.E.	33.9	S.W.	15.7	S.E.	13.9	S.W.
25.....	26.4	S.	17.5	S.W.	29.1	N.E.	31.5	N.W.	33.9	N.	14.7	S.W.	.....	.....
26.....	26.6	N.W.	16.4	S.W.	30.3	.....	31.5	N.W.	33.9	S.W.	14.0	N.W.	.....	.....
27.....	29.2	N.W.	17.4	S.W.	.....	.....	31.8	N.W.	34.0	S.W.	13.5	N.W.	.....	.....
28.....	29.1	N.W.	19.6	S.W.	.....	.....	31.9	N.E.	.....	.....	.....	.....	.....	.....
29.....	19.9	S.E.	21.4	S.W.	.....	.....	32.1	N.E.	.....	.....	.....	.....	.....	.....
30.....	18.8	.....	22.9	S.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

## HELENA, ARKANSAS.

Authority, Corps of Engineers, United States Army.—To reduce to delta survey gauge add 2.59 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	10.1	S.	25.0	S.	28.4	N.E.	35.5	N.	40.2	N.W.	41.0	S.W.	21.8	N.E.
2.....	11.6	S.E.	27.7	S.	29.3	N.E.	36.2	S.	40.2	S.E.	41.3	S.W.	20.9	N.E.
3.....	11.0	S.E.	29.6	N.W.	30.1	N.	36.8	N.	40.2	S.W.	41.5	S.	20.0	N.E.
4.....	12.0	S.E.	16.5	N.	30.6	N.E.	37.5	N.	40.1	S.W.	41.7	W.	19.4	S.E.
5.....	13.3	N.E.	16.5	N.	31.1	N.E.	37.5	N.E.	40.0	S.	41.5	N.	19.6	S.E.
6.....	14.5	N.E.	13.7	N.W.	31.3	N.W.	38.2	N.E.	39.9	N.E.	42.1	W.	18.5	S.
7.....	13.9	N.	14.6	N.W.	31.8	N.W.	38.5	N.E.	39.7	N.E.	42.5	W.	17.4	S.W.
8.....	16.9	S.E.	12.5	S.	31.0	N.	38.7	N.E.	39.5	N.E.	43.0	S.	16.3	S.W.
9.....	17.8	N.W.	11.6	S.W.	30.6	N.E.	38.8	S.	39.3	N.	43.3	N.	15.3	S.W.
10.....	19.2	S.	11.3	S.	29.7	S.	39.0	S.	38.2	S.	43.5	S.	14.5	S.W.
11.....	20.9	S.	11.3	N.E.	28.6	S.	39.3	N.E.	38.9	S.E.	43.6	S.E.	13.7	S.W.
12.....	22.3	S.W.	12.5	N.E.	27.3	S.	39.4	N.E.	38.7	S.E.	43.5	S.	13.1	N.E.
13.....	23.6	N.E.	14.4	N.	26.3	S.	39.5	N.E.	38.6	S.E.	43.3	S.	12.6	N.E.
14.....	24.5	N.E.	17.8	N.	24.3	S.	39.7	N.E.	38.6	S.	43.0	S.	12.3	S.E.
15.....	25.3	S.	21.5	N.E.	23.3	S.	39.7	S.	38.8	S.	43.0	S.	12.4	S.
16.....	26.3	S.	24.3	N.E.	20.9	N.E.	39.8	N.E.	39.0	N.E.	42.8	N.E.	13.4	S.E.
17.....	27.3	S.E.	26.3	S.E.	20.5	N.E.	39.9	N.E.	39.2	S.E.	42.6	N.E.	14.6	S.E.
18.....	28.4	S.	27.3	S.	21.0	S.	39.9	S.	39.4	N.E.	42.3	N.E.	13.7	N.E.
19.....	29.4	N.	28.1	S.	21.0	S.	40.1	S.	39.6	N.E.	41.9	S.E.	16.5	N.E.
20.....	30.3	N.E.	28.5	S.	22.0	S.W.	40.3	N.E.	39.9	S.W.	41.3	S.	16.6	N.W.
21.....	30.9	N.E.	28.8	S.	22.5	S.	40.3	N.E.	40.2	N.E.	40.7	N.E.	17.1	S.E.
22.....	31.3	N.E.	28.8	N.E.	25.0	N.W.	40.3	N.E.	40.2	S.W.	40.2	S.W.	17.4	S.E.
23.....	31.3	N.E.	28.3	N.E.	25.6	N.W.	40.3	N.E.	40.4	N.W.	39.6	S.W.	17.9	S.E.
24.....	31.3	N.W.	27.5	N.	24.5	N.W.	40.3	N.E.	40.5	N.W.	38.3	S.W.	16.5	S.E.
25.....	31.3	N.W.	26.3	N.E.	20.3	N.W.	40.3	N.E.	40.5	N.W.	34.7	S.W.	18.3	W.
26.....	31.3	S.W.	25.0	N.E.	20.3	S.E.	40.1	S.W.	40.6	N.W.	31.3	S.E.	18.6	W.
27.....	31.1	S.W.	24.4	S.	23.4	N.W.	40.1	S.W.	40.6	N.W.	29.6	S.W.	18.3	W.
28.....	30.4	S.W.	23.6	S.	23.6	N.W.	40.0	N.E.	40.7	N.W.	28.0	S.W.	17.3	W.
29.....	28.6	S.	24.4	S.	24.4	S.	40.1	N.E.	40.8	S.	26.5	S.W.	17.3	N.E.
30.....	25.8	S.	25.8	N.E.	24.4	N.E.	40.1	S.W.	40.9	N.E.	24.9	N.E.	16.7	N.E.
31.....	26.9	N.E.	27.3	N.E.	24.4	N.E.	40.3	N.W.	40.9	N.E.	23.3	N.E.	16.7	N.E.



# LAKE PROVIDENCE, LOUISIANA.

Authority, Corps of Engineers, United States Army.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	5.4	N. E.	30.6	S. E.	27.7	N. W.	33.8	N. W.	37.1	N. W.	37.1	S. E.	33.5	E.
2.....	6.5	S. S.	29.9	S.	28.6	N. W.	34.4	S. W.	37.1	N. W.	37.1	S. E.	32.6	W. W.
3.....	7.6	N. W.	28.7	N. W.	29.4	N. E.	34.7	S. E.	37.1	N. E.	37.1	S. W.	31.6	N. W.
4.....	8.5	E.	27.3	S.	30.1	N. E.	35.0	N.	37.0	S. E.	37.0	N. W.	30.5	S.
5.....	9.2	N. E.	25.6	N. E.	30.7	W.	35.4	S. E.	37.0	S.	37.0	N. E.	29.3	S. S.
6.....	9.8	N. E.	23.9	N. W.	31.3	N. W.	35.6	N. E.	37.0	N. E.	37.0	N. E.	28.0	S. W.
7.....	11.3	N. E.	22.0	N. E.	31.6	N. E.	35.9	N. W.	36.9	N. E.	36.9	N. E.	26.6	S. W.
8.....	13.3	S.	20.0	S. E.	31.8	N. E.	36.2	N. W.	36.9	N. E.	36.9	N. E.	25.3	S. W.
9.....	15.2	S. S.	18.5	S.	32.0	N. E.	36.4	S. E.	36.8	N. W.	36.8	N. E.	23.9	S. S.
10.....	16.5	S. S.	17.0	S.	32.0	N. E.	36.6	S.	36.8	S. E.	36.8	N. E.	22.9	S. W.
11.....	17.6	S. S.	15.9	S.	31.9	N. W.	36.8	N. W.	36.8	S. E.	36.8	S. E.	20.8	S. S.
12.....	19.3	S. S.	14.8	N. E.	31.7	N. W.	37.0	N. W.	36.8	S. E.	36.8	S. E.	19.4	N. E.
13.....	21.5	N. W.	14.3	N. E.	31.4	N. E.	37.1	N. E.	36.7	S. S.	36.7	S. S.	18.3	N. E.
14.....	23.3	N. E.	14.3	N. E.	30.8	N. E.	37.1	N. E.	36.7	S. S.	36.7	S. S.	16.9	N. E.
15.....	24.6	N. W.	15.3	N. E.	30.0	N. E.	37.2	N. E.	36.8	N. E.	36.8	S. E.	16.0	N. E.
16.....	25.8	S. E.	17.1	S. E.	29.8	N. W.	37.3	S. E.	36.8	N. E.	36.7	N. E.	15.0	S. E.
17.....	26.9	S. E.	19.7	S. E.	28.7	N. W.	37.3	S. E.	36.8	N. E.	36.7	N. W.	14.6	S. E.
18.....	27.8	S.	21.9	S. E.	26.7	N. E.	37.3	S. W.	36.8	N. E.	36.7	N. W.	13.2	S. W.
19.....	28.7	N. E.	23.7	S. S.	25.7	S.	37.4	N. W.	36.9	S. E.	36.6	N. E.	12.3	N. E.
20.....	29.6	N. E.	25.1	S. S.	24.9	S. S.	37.4	N. W.	36.9	S. E.	36.6	N. E.	11.6	N. E.
21.....	30.2	N. E.	26.1	S. S.	24.5	S. S.	37.4	N. W.	36.9	N. E.	36.6	N. E.	10.5	N. E.
22.....	30.9	N. W.	26.8	S. S.	24.9	S. S.	37.4	N. W.	36.9	N. E.	36.5	N. E.	9.4	N. E.
23.....	31.3	N. E.	27.5	N. N.	25.5	N. E.	37.3	N. E.	37.0	N. W.	36.4	N. E.	8.1	N. E.
24.....	31.5	N. E.	27.8	N. N.	26.6	N. E.	37.3	N. E.	37.0	N. W.	36.3	N. E.	6.8	N. E.
25.....	31.7	N. W.	27.7	N. E.	26.5	N. E.	37.3	N. E.	37.0	N. W.	36.2	N. E.	5.4	N. E.
26.....	31.8	N. W.	27.5	S. E.	30.0	N. E.	37.3	N. E.	37.0	N. W.	36.1	N. E.	4.1	N. E.
27.....	31.7	N. W.	27.3	N. E.	31.6	N. E.	37.3	N. E.	37.0	N. W.	35.9	N. E.	2.8	N. E.
28.....	31.6	N. E.	26.9	N. E.	32.8	N. E.	37.3	N. E.	37.1	N. W.	35.6	N. E.	1.5	N. E.
29.....	31.5	N. E.	26.5	N. E.	33.8	N. E.	37.3	N. E.	37.1	N. W.	35.3	N. E.	0.2	N. E.
30.....	31.5	N. E.	26.5	N. E.	34.8	N. E.	37.3	N. E.	37.1	N. W.	34.8	N. E.		N. E.
31.....	31.2	N. E.	26.8	N. E.	35.8	N. E.	37.1	N. E.	37.1	N. W.	34.2	N. E.		N. E.

## VICKSBURG, MISS.

Authority, Corps of Engineers, United States Army.—To reduce to delta survey gauge, deduct 0.4 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	8.3	S.	34.9	S.	30.9	S.	36.6	S.W.	43.1	N.W.	45.7	S.W.	42.8	S.W.
2.....	9.0	S.E.	34.4	S.	31.5	N.W.	37.9	S.W.	43.1	N.W.	45.7	S.W.	42.3	S.W.
3.....	10.6	S.E.	33.6	S.	32.5	N.W.	37.9	S.W.	43.1	N.W.	45.7	S.	41.7	S.W.
4.....	11.7	S.	32.4	N.E.	33.2	N.W.	38.4	S.	43.1	S.	45.7	N.W.	41.0	S.
5.....	12.3	S.	31.2	N.E.	34.0	N.W.	38.8	S.	43.1	S.	45.7	N.W.	40.2	S.E.
6.....	13.0	S.	29.6	N.	34.5	N.W.	39.1	N.W.	43.1	N.W.	45.6	N.W.	39.2	N.E.
7.....	13.8	S.	28.0	N.	35.0	N.W.	39.5	N.W.	43.1	N.W.	45.5	N.W.	38.9	S.
8.....	15.0	S.	26.3	N.W.	35.4	N.W.	39.8	N.W.	43.7	N.W.	45.5	N.W.	36.9	S.
9.....	16.8	N.E.	24.5	N.W.	35.4	N.W.	40.0	N.W.	(*)	N.W.	45.4	S.E.	35.6	S.W.
10.....	18.3	S.	22.5	N.W.	35.6	N.W.	40.2	S.W.	43.8	N.W.	45.4	S.E.	34.0	S.W.
11.....	19.6	S.	21.0	S.	35.8	N.W.	40.5	S.W.	43.8	N.W.	45.3	N.W.	32.4	N.W.
12.....	21.0	S.	19.5	S.	35.7	S.E.	40.7	N.W.	43.8	N.W.	45.3	N.W.	30.8	N.E.
13.....	22.8	N.W.	18.4	S.	35.5	S.E.	40.9	N.W.	43.8	N.W.	45.2	N.W.	29.2	N.E.
14.....	24.7	N.W.	17.0	S.	35.2	N.W.	41.1	N.W.	43.8	N.W.	45.1	S.E.	27.7	S.
15.....	26.4	N.W.	15.0	S.	34.8	N.W.	41.4	N.W.	(*)	N.W.	45.0	S.E.	26.9	S.
16.....	28.0	N.W.	13.3	S.	34.0	S.E.	41.6	N.E.	44.3	N.W.	45.0	N.W.	24.9	S.
17.....	29.4	S.	11.3	S.	32.9	S.E.	41.8	N.W.	44.4	N.W.	44.9	N.W.	23.9	S.
18.....	30.3	S.	9.3	S.	31.9	N.W.	41.9	S.	44.4	N.W.	44.8	N.W.	23.1	S.
19.....	31.3	N.W.	7.5	N.W.	30.8	S.	42.0	S.	44.7	N.W.	44.7	N.W.	22.8	N.E.
20.....	32.3	N.W.	5.5	N.W.	29.7	S.E.	42.2	N.	44.8	N.W.	44.6	N.W.	22.0	N.E.
21.....	33.0	N.W.	3.9	N.W.	29.1	S.E.	42.3	S.	44.8	N.W.	44.5	N.W.	21.0	N.E.
22.....	33.7	N.W.	2.9	N.W.	29.0	N.W.	42.5	S.	45.0	S.E.	44.5	N.W.	20.0	S.E.
23.....	34.4	N.W.	2.0	N.W.	29.2	N.W.	42.5	S.	45.0	S.E.	44.4	N.W.	19.3	S.
24.....	34.8	N.W.	1.3	N.W.	29.9	N.W.	42.6	N.W.	45.2	N.W.	44.3	S.	18.3	S.
25.....	35.1	N.W.	0.5	N.W.	31.1	N.W.	42.7	N.W.	45.4	N.W.	44.2	S.	17.3	S.
26.....	35.4	N.W.	0.0	N.W.	32.6	N.W.	42.8	N.W.	45.4	N.W.	44.1	S.	16.3	S.
27.....	35.4	N.W.	0.0	N.W.	34.0	S.E.	42.8	N.W.	45.5	N.W.	44.0	S.	15.3	S.
28.....	35.5	N.W.	0.0	N.W.	35.4	S.	42.8	N.W.	45.5	N.W.	43.9	S.W.	14.3	S.
29.....	35.5	N.W.	0.0	N.W.	35.4	S.	42.8	N.W.	45.6	N.W.	43.7	S.W.	13.3	S.
30.....	35.5	N.W.	0.0	N.W.	35.4	S.	42.9	N.W.	45.6	N.W.	43.4	S.W.	12.3	S.
31.....	35.3	N.W.	0.0	N.W.	35.4	N.E.	43.0	N.E.	45.6	N.	43.1	S.W.	11.3	S.

\* No observation.

## NATCHEZ, MISSISSIPPI.

Authority, Corps of Engineers, United States Army.—To reduce to delta survey gauge, add 5.46 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1	6.6	S.	33.1	S.E.	33.0	S.E.	33.3	N.	41.7	N.	44.0	S.E.	42.4	S.
2	7.1	S.E.	32.8	S.E.	33.0	S.E.	34.1	S.E.	41.8	S.E.	44.0	S.E.	42.8	S.
3	7.8	N.	32.4	S.E.	33.5	N.E.	34.9	S.E.	41.8	E.	44.0	S.E.	43.0	S.
4	9.0	N.	31.3	S.E.	33.5	N.E.	35.5	S.E.	41.9	N.	43.9	N.	41.8	S.
5	10.3	N.	30.7	N.	31.1	N.	36.0	S.E.	42.0	S.E.	43.9	S.	41.4	S.
6	11.3	S.E.	30.7	N.	32.1	N.E.	36.4	S.E.	42.0	S.E.	43.9	S.	41.0	S.
7	12.0	S.E.	29.7	E.	32.6	N.E.	36.8	N.	42.3	N.	43.8	S.	40.2	S.
8	12.7	S.E.	29.4	E.	33.0	N.E.	37.2	N.	42.3	N.	43.8	S.	39.6	S.
9	13.8	S.	29.7	E.	33.3	N.	37.4	S.E.	42.9	N.E.	43.8	S.	38.8	S.
10	15.2	S.E.	29.2	S.E.	33.5	N.	37.5	S.E.	43.0	N.E.	43.7	S.E.	37.8	S.
11	16.5	S.E.	29.9	S.E.	33.6	S.E.	37.7	N.	43.4	S.E.	43.7	S.E.	36.5	S.
12	17.8	S.	29.7	S.E.	33.7	S.E.	38.0	N.	43.4	S.E.	43.6	S.E.	35.3	S.
13	19.0	N.	29.7	N.	33.7	S.	38.3	N.	43.4	S.E.	43.6	S.E.	33.8	S.
14	20.5	N.	29.7	N.	33.5	S.	38.5	N.	43.4	S.E.	43.6	S.E.	32.3	S.
15	22.3	S.	29.7	N.	33.3	S.	38.7	N.	43.5	S.E.	43.5	S.E.	30.9	S.
16	23.8	S.	29.7	N.	32.9	S.	39.1	S.E.	43.8	S.E.	43.5	N.	29.7	S.
17	25.2	S.	29.7	N.	32.4	S.E.	39.5	S.E.	44.0	S.E.	43.5	S.E.	28.5	S.
18	26.3	S.	29.7	N.	31.6	N.	39.6	S.E.	44.0	N.E.	43.4	S.E.	27.5	S.
19	27.4	S.	29.7	N.	30.6	S.E.	39.8	S.E.	44.3	N.E.	43.4	S.E.	26.7	S.
20	28.4	S.	29.7	S.E.	29.7	S.E.	39.9	S.E.	44.3	S.E.	43.3	S.E.	26.0	S.
21	29.2	N.	29.0	S.E.	29.0	S.E.	40.0	S.E.	44.3	S.E.	43.3	S.E.	25.8	S.
22	30.0	N.	28.4	S.E.	28.4	S.E.	40.3	S.E.	44.3	S.E.	43.3	S.E.	25.5	S.
23	30.8	N.	28.1	S.	28.1	S.	40.5	S.	44.3	N.E.	43.3	S.E.	25.4	S.
24	31.3	N.	27.5	N.	28.3	N.	40.8	N.E.	44.2	N.E.	43.1	S.E.	25.3	S.
25	31.9	N.	27.0	N.	28.3	N.	40.9	N.	44.2	S.E.	43.0	S.E.	25.0	S.
26	32.4	N.	26.8	S.E.	28.8	N.	41.0	S.E.	44.2	S.E.	42.9	S.E.	24.7	S.
27	32.6	N.	26.4	S.E.	29.3	S.E.	41.1	S.E.	44.1	S.E.	42.8	S.E.	24.4	S.
28	32.9	N.	26.4	S.E.	29.3	S.E.	41.2	S.E.	44.1	S.E.	42.7	S.E.	24.0	S.
29	33.0	N.	26.4	S.E.	29.3	S.E.	41.3	S.E.	44.0	S.E.	42.7	S.E.	23.7	S.
30	33.1	N.	26.4	S.E.	29.3	S.E.	41.5	S.E.	44.0	S.E.	42.7	S.E.	23.7	S.
31	33.1	S.	26.9	S.E.	29.9	S.E.	41.5	S.E.	44.0	S.E.	42.6	S.	23.7	S.

## RED RIVER LANDING, LOUISIANA.

Authority, Corps of Engineers, United States Army.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	4.3	S.	29.8	N.E.	26.5	S.E.	30.0	S.E.	39.9	N.	43.2	N.E.	41.8	S.
2.....	5.0	N.	29.8	S.	26.7	E.	30.8	E.	40.1	N.W.	43.1	S.W.	41.6	S.
3.....	5.2	S.	29.6	N.	27.0	S.	31.5	S.W.	40.2	N.W.	43.1	S.W.	41.5	S.W.
4.....	5.4	N.	29.3	N.W.	27.4	N.	32.0	S.	40.4	N.	43.1	N.	41.3	N.W.
5.....	6.3	N.E.	29.9	N.W.	27.9	N.	32.4	S.E.	40.7	S.	43.1	E.	41.1	N.W.
6.....	8.8	N.E.	29.3	E.	28.3	N.	32.8	S.E.	41.0	N.	43.1	E.	40.9	N.W.
7.....	9.7	N.	29.6	S.	29.3	N.	33.4	N.E.	41.3	E.	43.1	E.		
8.....	10.2	S.	29.8	E.	29.6	N.	33.5	S.E.	41.6	S.E.	43.1	S.		
9.....	10.9	S.	29.9	S.	29.9	E.	33.7	N.E.	42.1	N.	43.1	S.		
10.....	12.0	E.	29.9	S.	30.2	S.	33.9	S.W.	42.4	N.	43.1	S.E.		
11.....	12.3	S.E.	29.5	S.	30.4	E.	34.1	S.W.	42.7	N.E.	43.1	S.		
12.....	14.4	S.E.	29.1	S.	30.5	S.	34.3	S.W.	43.0	N.E.	43.1	S.		
13.....	15.5	N.	29.2	N.	30.6	N.	34.5	E.	43.2	S.E.	43.0	S.		
14.....	16.8	N.	19.1	N.	30.6	N.	34.7	S.W.	43.4	N.	43.0	S.		
15.....	18.9	E.	17.6	N.	30.4	E.	35.0	S.W.	43.5	S.	42.9	S.		
16.....	19.9	E.	17.6	N.	30.4	E.	35.5	S.W.	44.0	S.	42.9	N.E.		
17.....	21.2	S.E.	17.3	E.	30.7	S.	36.2	S.	43.8	N.E.	42.9	N.		
18.....	22.4	S.E.	18.3	N.	30.9	S.	36.3	S.E.	43.6	S.E.	42.8	S.E.		
19.....	23.5	N.E.	19.0	E.	31.1	N.	36.6	S.	43.7	S.E.	42.7	S.E.		
20.....	24.4	N.E.	20.3	N.E.	31.4	N.W.	36.8	S.	43.6	S.	42.6	S.		
21.....	25.9	N.	21.2	N.W.	31.9	N.	37.0	N.E.	43.5	N.	42.6	S.		
22.....	26.9	N.	22.2	N.	32.4	N.	37.4	N.	43.4	N.	42.5	S.		
23.....	28.3	N.	23.5	N.	32.9	N.	37.7	N.	43.5	N.E.	42.4	S.E.		
24.....	29.4	N.	24.5	N.	33.8	N.	37.9	S.	43.4	S.	42.3	S.		
25.....	30.0	N.	25.1	N.E.	34.0	N.W.	38.1	S.E.	43.4	S.	42.3	S.		
26.....	30.6	N.	25.6	S.E.	34.4	N.	38.3	N.E.	43.3	E.	42.3	S.		
27.....	31.3	N.	26.0	E.	34.8	N.	38.5	N.E.	43.3	E.	42.3	S.		
28.....	32.1	N.	26.9	E.	35.3	N.	38.8	N.	43.2	E.	42.3	S.E.		
29.....	32.6	N.	27.8	S.	35.9	N.	39.3	N.	43.2	S.E.	42.1	S.E.		
30.....	33.7	N.	28.6	S.E.	36.0	S.	39.3	N.	43.2	S.E.	42.0	S.E.		
31.....	35.7	N.	29.6	S.E.	36.3	S.	39.3	N.	43.2	S.E.	42.0	S.E.		

## BATON ROUGE, LOUISIANA.

Authority, Corps of Engineers, United States Army.—To reduce to delta survey-gauge, deduct 0.9 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1	4.6	E.	33.0	E.	33.9	E.	33.9	E.	32.8	N.	32.9	N.	31.5	W.
2	4.3	E.	33.0	E.	33.9	E.	33.9	E.	33.0	N.	32.9	N.	31.4	W.
3	4.3	N.	33.9	E.	33.9	E.	33.9	E.	33.2	N.	32.9	N.	31.3	W.
4	7.0	N.	33.9	E.	33.9	E.	33.9	E.	33.4	N.	32.9	N.	31.3	N.
5	7.5	N.	33.9	E.	33.9	E.	33.9	E.	33.7	N.	32.9	N.	31.1	N.
6	7.8	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.9	N.	31.0	W.
7	8.3	N.	33.9	E.	33.9	E.	33.9	E.	34.1	N.	32.9	N.	30.8	W.
8	8.6	N.	33.9	E.	33.9	E.	33.9	E.	34.4	N.	32.9	N.	30.8	W.
9	9.3	N.	33.9	E.	33.9	E.	33.9	E.	34.4	N.	32.9	N.	30.3	E.
10	10.2	N.	33.9	E.	33.9	E.	33.9	E.	33.2	W.	32.7	E.	30.3	E.
11	11.1	N.	33.9	E.	33.9	E.	33.9	E.	33.5	W.	32.7	E.	29.6	E.
12	12.1	N.	33.9	E.	33.9	E.	33.9	E.	33.7	E.	32.6	E.	29.1	E.
13	12.9	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	28.8	W.
14	13.4	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	28.3	W.
15	14.1	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	27.7	E.
16	15.4	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	27.2	E.
17	16.7	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	26.6	E.
18	17.8	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	25.5	W.
19	18.7	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	25.1	W.
20	19.6	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	24.9	W.
21	20.4	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	24.4	W.
22	21.3	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	24.0	W.
23	21.9	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	23.6	W.
24	22.4	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	23.3	W.
25	23.0	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	22.9	W.
26	23.5	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	22.5	W.
27	24.0	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	22.1	W.
28	24.5	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	21.7	W.
29	24.9	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	21.3	W.
30	24.5	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	20.9	W.
31	24.7	N.	33.9	E.	33.9	E.	33.9	E.	33.9	N.	32.6	E.	20.9	W.

## CARROLLTON, LOUISIANA.

Authority, Corps of Engineers, United States Army.—Zero of this and of the delta survey-gauge are identical.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	0.7	E.	10.1	E.	9.2	S.	10.3	S.W.	14.6	N.W.	13.5	S.	12.3	W.
2.....	1.0	S.E.	10.3	S.E.	9.3	N.W.	10.9	N.	14.6	N.	13.6	S.S.W.	12.3	S.W.
3.....	1.4	S.E.	10.4	S.E.	9.3	N.E.	11.3	S.E.	14.8	N.	13.5	S.S.W.	12.1	W.
4.....	1.5	S.	10.4	S.	9.6	N.E.	11.7	S.W.	14.8	N.	13.5	N.W.	12.1	S.W.
5.....	1.8	N.E.	10.3	N.W.	9.8	W.	11.9	S.	15.0	S.S.E.	13.3	N.W.	12.0	N.W.
6.....	1.9	E.	10.3	N.W.	10.4	N.W.	12.0	S.E.	15.0	S.E.	13.3	N.W.	12.0	S.W.
7.....	2.2	S.E.	9.8	N.W.	10.5	N.W.	12.1	N.	15.1	S.	13.3	N.W.	11.9	S.W.
8.....	2.3	E.	9.4	N.W.	10.8	N.W.	12.2	E.	15.3	S.	13.2	N.E.	11.8	S.
9.....	2.8	E.	9.0	N.W.	10.6	N.W.	12.0	E.	15.6	N.W.	13.2	S.	11.8	S.
10.....	3.4	E.	8.5	N.W.	10.7	E.	12.3	W.	15.5	N.W.	13.3	S.S.E.	11.7	S.
11.....	3.7	S.E.	8.0	S.E.	10.8	E.	12.3	N.E.	15.7	N.E.	13.3	S.S.E.	11.5	W.S.W.
12.....	4.1	N.E.	7.5	S.E.	10.9	S.E.	12.3	N.E.	15.7	E.	13.3	N.W.	11.3	W.N.W.
13.....	4.2	N.E.	6.9	N.	11.0	S.E.	12.3	N.E.	15.8	S.E.	13.4	N.E.	10.9	E.
14.....	4.7	N.E.	5.8	N.	11.0	S.W.	12.6	S.	15.9	S.S.E.	13.3	N.E.	10.8	S.E.
15.....	5.2	N.	5.6	N.E.	11.0	N.W.	12.9	S.S.	16.0	N.E.	13.2	W.	10.6	N.N.W.
16.....	5.7	E.	5.6	N.E.	11.0	N.W.	13.2	S.E.	16.1	N.E.	13.2	N.	10.6	S.E.
17.....	6.2	E.	5.6	E.	10.8	S.E.	13.3	S.E.	15.4	S.E.	13.0	N.E.	10.1	S.
18.....	6.7	N.	5.6	E.	10.6	S.E.	13.3	S.E.	15.1	S.	12.9	N.E.	9.9	N.
19.....	7.2	N.E.	6.6	S.E.	10.4	S.E.	13.2	S.E.	14.8	S.W.	12.9	N.W.	9.7	E.
20.....	7.7	S.E.	7.4	S.E.	10.3	S.E.	13.2	S.E.	14.6	N.W.	12.9	N.W.	9.5	E.
21.....	8.4	N.	8.0	S.E.	9.8	N.	13.3	S.	14.3	S.W.	12.7	N.	9.4	E.
22.....	8.7	N.	8.3	N.	9.3	N.E.	13.3	N.E.	14.3	N.W.	12.7	N.	9.3	E.
23.....	9.0	N.W.	8.7	N.	9.1	N.W.	13.3	N.	14.3	N.	12.7	N.	9.1	S.
24.....	9.4	N.W.	8.9	N.W.	9.1	N.W.	13.5	N.W.	14.1	S.W.	12.7	E.	8.9	S.W.
25.....	9.4	N.W.	9.0	N.W.	9.3	N.W.	13.7	E.S.E.	13.9	S.W.	12.7	E.	8.7	S.W.
26.....	9.5	N.W.	9.3	N.W.	9.6	E.	13.7	S.	13.8	S.W.	12.6	E.	8.5	S.W.
27.....	9.5	N.W.	9.3	N.W.	9.9	E.	13.7	S.	13.7	N.	12.6	E.	8.3	W.
28.....	9.6	N.N.E.	9.3	N.E.	.....	.....	13.9	N.E.	13.7	E.	12.5	W.	8.1	W.
29.....	9.8	N.N.	9.3	N.E.	.....	.....	14.1	N.	13.6	E.	12.5	.....	.....	.....
30.....	9.8	N.	9.1	N.E.	.....	.....	14.3	S.	.....	.....	.....	.....	.....	.....
31.....	10.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

## NEW ORLEANS, LOUISIANA.

Authority, Signal Service, United States Army.—High water of 1871 reads 15.4 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Range.	Wind.	Range.	Wind.	Range.	Wind.	Range.	Wind.	Range.	Wind.	Range.	Wind.	Range.	Wind.
1.....	2.3	.....	10.4	.....	9.7	.....	10.9	.....	14.7	.....	13.7	.....	12.8	.....
2.....	2.3	.....	10.4	.....	9.7	.....	11.2	.....	14.7	.....	13.9	.....	12.8	.....
3.....	2.4	.....	10.7	.....	9.8	.....	11.7	.....	14.7	.....	13.8	.....	12.6	.....
4.....	2.3	.....	10.3	.....	10.0	.....	12.0	.....	14.9	.....	13.6	.....	12.5	.....
5.....	2.3	.....	10.3	.....	10.2	.....	12.1	.....	15.2	.....	13.7	.....	12.6	.....
6.....	2.7	.....	10.3	.....	10.8	.....	12.3	.....	15.0	.....	13.7	.....	12.4	.....
7.....	2.7	.....	9.9	.....	11.0	.....	12.4	.....	15.3	.....	13.7	.....	12.2	.....
8.....	3.2	.....	9.4	.....	11.1	.....	12.7	.....	15.5	.....	13.7	.....	12.1	.....
9.....	3.3	.....	9.3	.....	11.1	.....	12.3	.....	15.4	.....	13.7	.....	11.9	.....
10.....	3.7	.....	8.8	.....	11.2	.....	12.4	.....	15.4	.....	13.7	.....	11.9	.....
11.....	4.2	.....	8.3	.....	11.3	.....	12.7	.....	15.4	.....	13.7	.....	11.9	.....
12.....	4.7	.....	7.9	.....	11.4	.....	12.7	.....	15.4	.....	13.5	.....	11.7	.....
13.....	5.2	.....	7.4	.....	11.4	.....	12.7	.....	15.7	.....	13.5	.....	11.6	.....
14.....	5.1	.....	6.7	.....	11.2	.....	12.7	.....	15.8	.....	13.5	.....	11.4	.....
15.....	5.4	.....	6.2	.....	11.1	.....	12.9	.....	15.9	.....	13.5	.....	11.4	.....
16.....	6.0	.....	6.1	.....	11.1	.....	13.3	.....	15.9	.....	13.5	.....	11.1	.....
17.....	6.3	.....	6.1	.....	11.1	.....	13.3	.....	15.3	.....	13.5	.....	10.9	.....
18.....	6.7	.....	6.1	.....	11.0	.....	13.3	.....	15.3	.....	13.4	.....	10.7	.....
19.....	7.1	.....	6.4	.....	11.0	.....	13.3	.....	15.3	.....	13.3	.....	10.5	.....
20.....	7.1	.....	7.1	.....	10.9	.....	13.7	.....	14.7	.....	13.2	.....	10.3	.....
21.....	8.1	.....	7.9	.....	10.9	.....	13.3	.....	14.4	.....	13.1	.....	10.0	.....
22.....	8.7	.....	8.7	.....	10.4	.....	13.3	.....	14.7	.....	12.9	.....	9.9	.....
23.....	8.8	.....	9.0	.....	9.8	.....	13.8	.....	14.3	.....	12.9	.....	9.7	.....
24.....	9.1	.....	9.4	.....	10.0	.....	13.8	.....	14.4	.....	12.9	.....	9.6	.....
25.....	9.2	.....	9.7	.....	9.8	.....	14.0	.....	14.3	.....	12.9	.....	9.5	.....
26.....	9.8	.....	9.8	.....	9.8	.....	14.0	.....	14.2	.....	12.9	.....	9.4	.....
27.....	10.0	.....	10.0	.....	10.4	.....	13.9	.....	13.9	.....	12.8	.....	9.4	.....
28.....	10.0	.....	9.8	.....	.....	.....	14.1	.....	14.1	.....	12.9	.....	9.2	.....
29.....	10.1	.....	9.7	.....	.....	.....	14.0	.....	14.1	.....	12.8	.....	9.1	.....
30.....	10.2	.....	9.4	.....	.....	.....	14.1	.....	13.7	.....	12.8	.....	9.0	.....
31.....	10.4	.....	9.3	.....	.....	.....	14.3	.....	.....	.....	12.8	.....	8.9	.....

## LAKE PONTCHARTRAIN--NEW CANAL AT MAGNOLIA STREET.

Authority, W. H. Bell, city surveyor.—Gauge reads downward, from XX below city datum-line.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1	5.35	.....	4.95	.....	4.95	.....	5.00	.....	4.45	.....	4.30	.....	4.00	.....
2	4.65	.....	4.90	.....	4.85	.....	5.00	.....	4.65	.....	4.25	.....	4.15	.....
3	4.35	.....	4.90	.....	4.90	.....	5.00	.....	5.00	.....	4.15	.....	4.35	.....
4	4.15	.....	4.90	.....	5.10	.....	4.95	.....	5.35	.....	4.00	.....	4.40	.....
5	4.25	.....	4.85	.....	4.85	.....	4.85	.....	5.05	.....	4.50	.....	4.40	.....
6	4.45	.....	4.75	.....	4.10	.....	4.50	.....	5.05	.....	4.70	.....	4.15	.....
7	4.50	.....	5.40	.....	4.50	.....	4.30	.....	4.75	.....	4.75	.....	4.40	.....
8	4.40	.....	5.95	.....	4.85	.....	4.50	.....	4.35	.....	4.45	.....	4.50	.....
9	4.30	.....	5.85	.....	4.85	.....	4.50	.....	4.50	.....	4.30	.....	4.70	.....
10	4.35	.....	5.90	.....	5.35	.....	4.60	.....	4.50	.....	3.90	.....	4.85	.....
11	4.40	.....	5.65	.....	5.40	.....	4.85	.....	5.15	.....	3.70	.....	4.50	.....
12	4.95	.....	5.40	.....	4.90	.....	4.95	.....	5.40	.....	3.90	.....	4.35	.....
13	4.50	.....	5.15	.....	4.90	.....	5.10	.....	5.30	.....	3.70	.....	4.50	.....
14	5.50	.....	4.95	.....	4.90	.....	4.60	.....	4.65	.....	3.90	.....	4.45	.....
15	4.45	.....	5.90	.....	4.60	.....	4.15	.....	4.00	.....	3.65	.....	4.10	.....
16	4.65	.....	4.50	.....	4.70	.....	7.55	.....	4.75	.....	4.35	.....	3.90	.....
17	4.80	.....	4.30	.....	4.70	.....	4.00	.....	3.00	.....	3.65	.....	3.55	.....
18	4.90	.....	4.95	.....	4.70	.....	4.00	.....	3.00	.....	4.05	.....	3.65	.....
19	4.80	.....	4.35	.....	4.60	.....	4.30	.....	3.35	.....	4.05	.....	3.50	.....
20	4.90	.....	4.70	.....	4.60	.....	4.60	.....	3.00	.....	4.00	.....	3.50	.....
21	4.95	.....	4.70	.....	4.30	.....	4.65	.....	2.80	.....	4.30	.....	3.85	.....
22	4.35	.....	4.70	.....	4.40	.....	4.60	.....	2.80	.....	4.35	.....	3.80	.....
23	4.55	.....	4.15	.....	4.15	.....	4.90	.....	2.90	.....	4.35	.....	3.80	.....
24	4.60	.....	4.70	.....	4.30	.....	4.30	.....	2.50	.....	4.45	.....	4.10	.....
25	5.55	.....	4.70	.....	4.30	.....	4.15	.....	2.50	.....	4.45	.....	4.30	.....
26	5.75	.....	4.80	.....	4.60	.....	4.23	.....	3.00	.....	4.65	.....	4.75	.....
27	5.90	.....	4.70	.....	5.00	.....	4.45	.....	3.55	.....	4.60	.....	4.60	.....
28	5.85	.....	4.70	.....	4.90	.....	4.70	.....	3.70	.....	4.15	.....	4.80	.....
29	5.90	.....	4.95	.....	.....	.....	4.70	.....	4.15	.....	3.95	.....	5.05	.....
30	5.90	.....	4.95	.....	.....	.....	4.55	.....	4.30	.....	3.90	.....	5.30	.....
31	5.90	.....	4.95	.....	.....	.....	4.70	.....	4.30	.....	3.95	.....	.....	.....



## CINCINNATI, OHIO.

Authority, Signal Service United States Army.—Zero of gauge is at low-water mark, (80 inches above bottom.) high water of 1853 reads 92.5 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.	55.4	.....	12.9	.....	98.3	.....	37.1	.....	19.4	.....	46.0	.....	8.8	.....
2.	52.7	.....	12.3	.....	97.3	.....	35.3	.....	21.2	.....	43.5	.....	8.4	.....
3.	50.5	.....	11.7	.....	96.0	.....	32.2	.....	23.9	.....	44.1	.....	8.1	.....
4.	50.1	.....	13.9	.....	94.1	.....	37.1	.....	23.3	.....	41.4	.....	8.7	.....
5.	50.2	.....	18.6	.....	92.2	.....	37.1	.....	22.6	.....	38.0	.....	8.5	.....
6.	53.8	.....	22.9	.....	90.5	.....	36.6	.....	21.7	.....	34.3	.....	8.3	.....
7.	53.0	.....	26.2	.....	88.9	.....	36.0	.....	19.2	.....	31.2	.....	7.9	.....
8.	59.1	.....	37.4	.....	85.1	.....	35.9	.....	18.7	.....	28.3	.....	7.7	.....
9.	30.1	.....	42.3	.....	81.9	.....	31.1	.....	21.3	.....	25.8	.....	7.4	.....
10.	31.2	.....	46.5	.....	77.9	.....	32.2	.....	27.2	.....	24.2	.....	7.1	.....
11.	29.9	.....	47.9	.....	74.4	.....	31.6	.....	27.1	.....	22.4	.....	6.7	.....
12.	29.3	.....	47.7	.....	70.7	.....	30.5	.....	42.3	.....	20.7	.....	7.3	.....
13.	31.7	.....	45.8	.....	66.1	.....	28.1	.....	43.8	.....	19.2	.....	7.6	.....
14.	33.7	.....	42.5	.....	61.9	.....	23.4	.....	40.3	.....	17.7	.....	7.9	.....
15.	36.7	.....	37.4	.....	52.9	.....	22.9	.....	36.2	.....	16.9	.....	7.8	.....
16.	40.6	.....	31.8	.....	44.6	.....	20.4	.....	32.5	.....	15.1	.....	8.4	.....
17.	43.8	.....	26.5	.....	38.3	.....	18.5	.....	32.2	.....	14.1	.....	7.7	.....
18.	44.2	.....	23.5	.....	31.1	.....	16.9	.....	34.5	.....	13.2	.....	7.8	.....
19.	43.1	.....	22.4	.....	28.2	.....	16.1	.....	36.3	.....	12.2	.....	8.7	.....
20.	39.9	.....	21.7	.....	30.8	.....	16.4	.....	37.7	.....	11.3	.....	8.0	.....
21.	35.4	.....	22.4	.....	32.3	.....	19.9	.....	36.9	.....	10.7	.....	9.7	.....
22.	30.5	.....	24.6	.....	35.6	.....	24.3	.....	35.7	.....	9.7	.....	8.0	.....
23.	26.3	.....	23.3	.....	40.2	.....	27.5	.....	34.0	.....	9.6	.....	7.3	.....
24.	23.5	.....	32.8	.....	42.3	.....	29.0	.....	32.4	.....	10.3	.....	6.9	.....
25.	21.7	.....	34.5	.....	43.7	.....	28.4	.....	31.3	.....	10.0	.....	6.3	.....
26.	19.6	.....	36.1	.....	44.2	.....	26.6	.....	32.1	.....	9.7	.....	6.8	.....
27.	18.3	.....	35.8	.....	43.0	.....	24.0	.....	37.3	.....	9.8	.....	7.2	.....
28.	16.7	.....	35.0	.....	40.3	.....	21.7	.....	41.7	.....	9.4	.....	6.9	.....
29.	15.3	.....	33.5	.....	.....	.....	20.0	.....	43.8	.....	9.5	.....	6.5	.....
30.	14.3	.....	31.2	.....	.....	.....	18.3	.....	45.0	.....	9.3	.....	6.1	.....
31.	13.7	.....	29.6	.....	.....	.....	17.7	.....	.....	.....	9.1	.....	.....	.....

## LOUISVILLE, KENTUCKY, (HEAD OF THE FALLS.)

Authority, Corps of Engineers, United States Army.—High water of 1833 reads 40.76 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	10.3	S.	6.5	S.W.	10.9	N.	17.5	E.	8.7	N.	20.7	S.W.	5.1	N.E.
2.....	9.8	S.E.	6.3	S.W.	10.5	N.	14.5	S.	8.5	W.	21.7	W.	4.9	N.E.
3.....	9.4	S.	6.2	S.	10.2	N.	12.0	S.	8.1	W.	21.0	N.E.	4.8	N.E.
4.....	10.4	S.W.	6.0	S.	9.9	N.	11.0	S.W.	9.5	N.	21.3	N.E.	4.8	S.W.
5.....	11.4	N.W.	6.4	N.	9.6	N.	10.5	S.W.	9.6	E.	19.1	W.	4.7	S.W.
6.....	10.8	N.W.	7.7	N.W.	9.1	N.	11.0	W.	9.4	N.	15.9	N.	4.6	S.
7.....	10.5	S.W.	9.0	N.W.	8.8	N.	12.0	N.	9.0	N.	12.9	S.E.	4.5	S.W.
8.....	10.9	N.E.	10.8	N.W.	8.5	N.	12.0	S.	8.9	N.	11.3	S.E.	4.4	S.W.
9.....	11.2	N.W.	13.0	N.	8.0	N.	11.3	E.	9.0	N.	10.6	S.W.	4.4	S.W.
10.....	11.5	N.E.	16.7	S.W.	8.0	N.	11.2	N.	9.6	S.W.	10.0	S.	4.3	S.W.
11.....	11.8	E.	20.2	N.	8.0	W.	11.3	W.	11.0	S.	9.6	E.	4.2	S.W.
12.....	11.3	N.E.	22.2	S.W.	8.0	W.	11.2	W.	13.7	N.	9.1	S.E.	4.4	N.W.
13.....	13.0	N.E.	22.2	S.W.	7.9	S.	11.0	W.	17.0	S.	8.9	N.E.	4.4	N.E.
14.....	15.4	S.W.	21.2	S.W.	10.0	S.W.	10.4	N.W.	19.0	S.	8.3	N.	4.3	E.
15.....	14.1	S.W.	18.8	N.W.	9.9	S.W.	9.4	E.	16.6	S.	8.0	E.	4.3	S.
16.....	13.5	S.W.	15.1	N.W.	9.9	S.W.	8.6	W.	14.2	N.W.	7.7	W.	4.5	N.E.
17.....	13.2	S.E.	11.6	S.	10.5	N.	8.2	E.	12.6	N.W.	7.1	N.E.	4.4	N.E.
18.....	17.1	S.W.	10.1	S.	11.1	W.	8.1	S.	12.9	E.	6.9	E.	4.4	N.E.
19.....	18.3	S.W.	9.4	S.	11.2	W.	8.3	E.	14.7	S.W.	6.5	S.W.	4.3	N.E.
20.....	17.8	S.W.	10.0	S.	11.2	W.	8.9	W.	16.6	N.W.	6.0	N.E.	4.8	S.
21.....	15.7	S.W.	10.1	S.	11.2	W.	9.5	E.	16.2	N.W.	5.9	N.E.	5.0	S.W.
22.....	12.8	S.W.	9.9	N.	13.1	W.	9.5	W.	14.5	N.W.	5.8	S.	5.0	S.W.
23.....	11.5	S.W.	10.1	N.	13.1	W.	11.0	E.	12.5	N.W.	5.6	N.E.	5.0	S.W.
24.....	10.0	S.W.	10.9	N.	20.8	N.	11.3	N.	11.6	N.W.	5.5	N.W.	4.3	S.W.
25.....	9.4	S.W.	11.4	N.W.	22.1	W.	11.0	W.	11.2	N.W.	5.5	N.E.	4.1	W.
26.....	9.0	S.E.	12.0	N.W.	22.4	W.	10.4	E.	11.4	N.W.	5.3	N.E.	4.1	W.
27.....	8.4	S.W.	12.5	N.W.	21.5	E.	9.4	E.	12.8	W.	5.3	N.W.	4.6	S.W.
28.....	8.0	S.W.	12.6	N.W.	20.0	.....	9.0	E.	16.1	W.	5.3	N.W.	4.3	N.W.
29.....	7.5	S.W.	11.6	W.	.....	.....	8.5	E.	19.0	S.W.	5.1	N.W.	4.0	N.E.
30.....	7.0	S.W.	.....	.....	.....	.....	8.5	S.	.....	.....	.....	.....	.....	.....
31.....	6.9	S.W.	11.3	N.	.....	.....	8.5	S.	.....	.....	.....	.....	.....	.....

## LOUISVILLE, KENTUCKY, (FOOT OF THE FALLS.)

Authority, Corps of Engineers, United States Army.—High water of 1839 reads 67.50 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	25.0	E.	11.0	S.W.	29.4	N.	42.8	E.	19.5	N.	44.9	S.W.	8.1	N.E.
2.....	33.7	S.E.	10.6	S.W.	28.0	N.	41.4	S.	19.0	W.	47.0	W.	8.0	N.E.
3.....	31.5	E.	9.8	S.	26.5	N.	37.5	S.	21.0	W.	47.4	N.E.	7.9	S.W.
4.....	34.4	W.	11.0	S.	25.0	N.	31.5	S.W.	22.5	N.	46.5	N.W.	7.7	S.W.
5.....	29.2	N.	11.0	N.	23.3	N.	28.5	W.	21.5	E.	44.3	W.	7.7	S.W.
6.....	27.6	N.W.	14.3	N.W.	21.1	N.	29.5	S.W.	21.3	N.	40.9	N.W.	7.5	S.
7.....	27.0	S.W.	12.1	N.W.	19.5	N.	33.0	E.	21.3	N.	37.3	N.E.	7.4	S.W.
8.....	26.0	N.E.	8.5	N.W.	17.5	N.	33.0	N.	21.0	N.	33.3	S.W.	7.3	S.W.
9.....	28.9	N.E.	34.5	N.W.	17.0	N.	31.0	N.	21.9	N.W.	32.7	S.W.	7.0	S.W.
10.....	26.9	N.E.	41.0	S.W.	16.5	N.	31.0	W.	21.5	S.	32.5	S.	6.9	S.W.
11.....	30.0	E.	44.9	S.W.	16.3	N.	31.0	N.	22.8	S.	34.0	S.E.	6.8	S.W.
12.....	30.0	N.E.	47.0	S.W.	16.0	N.	31.0	W.	22.8	N.	31.9	S.E.	6.6	S.W.
13.....	34.9	S.W.	47.4	S.W.	15.4	N.	29.5	N.	41.7	S.	30.0	N.E.	6.6	N.W.
14.....	35.4	S.W.	46.5	S.W.	18.3	N.	27.5	W.	43.7	S.	28.3	N.E.	6.5	N.E.
15.....	38.0	S.W.	44.0	N.	25.0	N.	25.0	E.	43.9	S.	18.3	N.	6.5	E.
16.....	37.5	S.W.	40.0	N.W.	24.0	N.	24.5	W.	41.6	N.W.	14.7	E.	6.7	N.E.
17.....	39.0	N.E.	34.5	N.W.	24.1	N.	20.0	E.	38.6	N.W.	13.4	N.E.	6.9	N.E.
18.....	41.6	S.E.	27.0	S.	26.0	N.	17.9	S.	36.7	N.W.	12.2	N.E.	6.8	N.E.
19.....	42.8	S.W.	23.1	S.	25.0	W.	17.3	S.	36.7	E.	11.7	N.E.	6.7	N.E.
20.....	42.0	S.W.	36.0	S.	30.0	W.	18.9	W.	39.3	S.W.	10.9	S.W.	7.2	N.E.
21.....	40.4	S.W.	38.0	S.	30.0	W.	50.9	E.	41.5	S.W.	10.3	N.E.	7.8	N.E.
22.....	37.6	S.W.	35.0	S.	36.1	W.	24.5	E.	41.1	N.W.	9.7	S.	7.8	S.W.
23.....	31.0	S.W.	25.5	N.	41.0	N.	22.5	E.	39.0	N.W.	9.4	N.E.	7.4	S.W.
24.....	38.6	S.W.	28.0	N.	46.0	N.	26.4	N.	36.6	N.W.	9.3	N.W.	6.8	S.W.
25.....	29.8	S.E.	31.9	N.	47.4	N.	29.8	W.	33.5	N.W.	8.1	N.W.	6.6	W.
26.....	30.0	S.E.	33.8	N.	47.6	N.	29.0	E.	32.0	N.W.	8.8	N.E.	6.8	W.
27.....	18.0	S.E.	34.5	W.	47.0	W.	26.9	E.	31.9	N.W.	8.5	N.E.	6.8	S.W.
28.....	16.2	S.W.	35.5	N.	45.4	W.	24.0	E.	35.8	W.	8.3	N.E.	6.8	N.E.
29.....	14.5	S.W.	35.0	W.	.....	.....	21.5	E.	40.5	S.W.	8.5	N.W.	6.2	N.E.
30.....	13.0	S.W.	33.5	W.	.....	.....	19.4	S.	43.9	S.W.	8.4	N.W.	6.2	N.E.
31.....	11.8	S.	31.3	N.	.....	.....	18.0	S.	.....	.....	8.3	N.W.	.....	.....

## NASHVILLE, TENNESSEE.

Authority, Corps of Engineers, United States Army.—Low water assumed to read zero.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	15.0	S.	7.3	S.	21.6	S.	23.0	S.	12.0	N.	34.3	N.	3.0	W.
2.....	11.8	S.	7.1	S.	21.2	S.	20.0	S.	13.8	N.	33.7	E.	2.9	E.
3.....	10.0	N.	6.9	S.	20.5	N.	17.5	N.	14.0	S.	32.4	N.	2.8	N.
4.....	13.1	W.	8.8	S.	18.5	N.	17.0	N.	13.5	S.	31.4	E.	2.7	E.
5.....	17.5	N.	10.0	N.	15.5	N.	18.0	N.	13.0	S.	29.8	N.	2.7	S.
6.....	16.7	S.	15.0	N.	13.5	S.	19.0	S.	12.5	S.	29.3	N.	2.3	S.
7.....	19.1	N.	21.5	N.	12.5	S.	23.0	W.	18.1	N.	28.0	S.	2.2	E.
8.....	25.3	N.	27.0	N.	13.5	N.	22.9	N.	23.0	N.	25.5	S.	2.0	S.
9.....	26.7	S.	23.0	N.	14.2	N.	21.3	N.	35.1	N.	24.0	S.	2.9	S.
10.....	26.2	E.	31.8	S.	14.6	N.	20.0	N.	39.6	N.	21.8	S.	2.9	S.
11.....	25.2	S.	32.5	N.	15.0	S.	18.0	N.	40.7	S.	18.4	S.	2.8	W.
12.....	23.9	W.	30.5	N.	14.8	N.	16.6	N.	41.8	W.	15.7	S.	2.7	N.
13.....	22.7	N.	30.5	N.	14.0	N.	15.5	N.	43.9	S.	13.2	S.	2.5	N.
14.....	18.4	S.	27.0	N.	16.8	N.	14.0	N.	43.8	S.	11.6	S.	2.4	S.
15.....	16.0	N.	25.0	N.	18.5	N.	11.5	N.	45.9	W.	10.2	E.	2.2	S.
16.....	14.0	S.	21.5	N.	19.0	N.	10.0	N.	48.6	S.	9.2	N.	2.2	S.
17.....	11.9	S.	19.9	S.	19.0	N.	9.5	N.	49.6	S.	8.4	S.	2.1	N.
18.....	11.5	N.	18.5	N.	21.4	N.	9.0	N.	48.9	S.	7.6	N.	2.1	S.
19.....	12.5	N.	15.0	S.	20.5	N.	12.5	N.	49.0	E.	6.9	E.	1.9	E.
20.....	12.0	N.	14.0	S.	19.0	N.	23.0	N.	49.2	S.	6.5	N.	1.9	S.
21.....	11.4	E.	12.9	S.	18.0	S.	30.0	N.	48.9	N.	6.1	E.	1.8	S.
22.....	11.0	N.	12.5	S.	16.4	N.	34.0	N.	47.7	E.	5.7	N.	1.8	S.
23.....	9.3	N.	13.0	S.	36.4	W.	36.0	N.	46.5	W.	5.2	S.	1.7	S.
24.....	8.9	S.	15.5	S.	33.2	N.	37.2	N.	44.6	N.	4.9	S.	1.6	S.
25.....	8.0	W.	18.5	S.	34.0	N.	37.9	N.	41.0	N.	4.5	S.	1.4	S.
26.....	8.0	N.	22.8	S.	30.0	N.	37.4	E.	38.0	E.	4.0	S.	1.3	N.
27.....	7.9	W.	23.5	S.	30.0	N.	35.4	S.	35.4	S.	4.0	N.	1.3	E.
28.....	7.8	N.	23.2	S.	20.0	N.	34.4	N.	34.4	N.	3.6	S.	1.3	S.
29.....	7.9	S.	22.5	E.	15.0	N.	34.5	E.	34.5	E.	3.4	S.	1.1	N.
30.....	7.5	S.	22.2	E.	11.0	N.	11.0	N.	34.5	E.	3.2	S.	1.1	E.
31.....	7.5	S.	22.2	E.	11.0	N.	11.0	N.	34.5	E.	3.2	S.	1.1	E.

FLORENCE, ALABAMA.  
Authority, Corps of Engineers, United States Army.—High water of 1867 reads 31.08 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	3.2	E.	3.4	E.	9.1	E.	9.5	E.	9.5	N.	30.0	N.W.	2.9	N.E.
2.....	4.6	E.	3.2	E.	9.0	N.W.	11.4	E.	9.2	N.	30.0	S.	2.7	S.W.
3.....	3.8	S.E.	3.0	S.E.	8.4	S.	12.3	S.E.	6.5	N.	30.3	S.	2.6	S.
4.....	4.3	N.	3.0	S.E.	7.7	N.E.	12.3	S.E.	7.7	S.W.	19.8	N.	2.5	S.E.
5.....	4.7	E.	3.0	N.	7.0	N.E.	12.3	S.E.	7.0	N.	19.8	N.	2.4	S.E.
6.....	3.7	E.	3.8	N.	6.5	N.	12.3	S.E.	6.5	S.W.	17.9	E.	2.6	E.
7.....	4.7	E.	5.7	N.	6.3	N.W.	13.5	N.	6.4	S.E.	16.7	S.	2.8	S.W.
8.....	6.9	E.	7.6	E.	6.1	N.	12.6	N.	8.6	E.	15.6	N.	2.7	N.
9.....	6.8	E.	9.0	S.	5.9	S.	11.5	N.E.	14.7	E.	13.6	S.	2.7	S.W.
10.....	6.2	E.	10.9	S.	5.7	N.	10.7	N.	16.1	E.	14.5	E.	2.7	S.W.
11.....	6.3	S.E.	11.2	S.	5.4	S.W.	10.1	N.	17.3	N.	13.0	E.	2.7	S.W.
12.....	6.2	S.W.	10.5	N.E.	5.1	S.	9.4	N.	16.7	E.	11.0	S.	2.9	N.E.
13.....	6.1	W.	9.5	N.E.	4.9	S.W.	8.5	W.	17.6	S.E.	9.2	S.	2.5	N.E.
14.....	6.0	N.W.	8.6	N.W.	5.7	N.	7.6	N.	23.1	S.E.	7.1	N.	2.4	S.
15.....	5.6	S.W.	8.2	N.W.	6.8	N.	6.8	E.	25.7	S.E.	6.5	N.	2.5	S.
16.....	5.0	S.E.	7.6	N.E.	7.0	E.	7.2	E.	26.0	N.	6.0	N.	3.0	S.
17.....	4.8	S.	7.0	E.	7.6	E.	7.4	E.	25.3	E.	5.7	N.	3.4	S.E.
18.....	4.7	S.	6.6	E.	9.1	E.	7.4	S.E.	23.9	E.	5.3	N.	3.7	E.
19.....	4.5	S.	6.1	S.E.	10.2	S.E.	8.0	S.	23.3	S.W.	5.0	N.	3.4	E.
20.....	4.3	S.	5.5	S.	10.2	S.E.	9.9	S.	22.9	N.E.	4.7	E.	2.6	E.
21.....	3.9	N.E.	4.9	S.	9.8	S.E.	12.9	E.	22.5	E.	4.4	E.	2.3	E.
22.....	3.6	E.	4.5	S.	9.2	S.E.	15.5	N.	22.5	S.E.	4.2	S.	2.0	S.
23.....	3.7	E.	4.3	N.W.	9.7	N.W.	17.9	N.	23.6	N.E.	3.9	S.W.	1.7	S.E.
24.....	4.6	N.E.	5.2	N.W.	8.8	N.	18.4	N.E.	24.2	N.E.	3.7	S.W.	1.5	W.
25.....	4.6	W.	5.8	N.E.	7.6	N.	17.9	N.	23.5	S.W.	3.4	E.	1.3	W.
26.....	4.7	N.E.	6.4	N.E.	7.1	N.	17.7	S.W.	22.3	S.	3.4	E.	1.1	W.
27.....	4.8	N.W.	7.2	N.	7.0	N.E.	17.0	S.	20.9	N.	3.3	N.	1.0	S.W.
28.....	4.8	N.W.	7.7	N.	7.7	E.	16.0	N.E.	20.9	N.	3.2	N.	0.9	S.W.
29.....	4.5	N.W.	8.1	N.	.....	.....	13.9	N.E.	20.0	N.	3.1	N.E.	.....	S.W.
30.....	4.1	N.	8.0	S.	.....	.....	11.7	N.	.....	.....	.....	.....	.....	.....
31.....	3.8	S.E.	8.5	N.E.	.....	.....	9.7	S.	.....	.....	3.0	N.E.	.....	.....

## ROCK ISLAND, ILLINOIS.

Authority, Corps of Engineers, United States Army.—High water of 1870 reads 16.7 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	0.9	E.	8.8	N. W.	7.4	N. E.	5.8	S. W.	5.1	S. W.	7.2	S. E.	5.9	N. E.
2.....	1.3	E.	7.9	S. E.	7.4	N. W.	5.8	S. W.	5.0	N. E.	7.3	N. E.	5.5	N. E.
3.....	1.3	S. W.	7.4	S.	7.6	N. W.	6.2	N. E.	5.0	N. E.	7.3	N. E.	5.5	N. W.
4.....	2.2	S. W.	7.0	S. E.	7.5	S. W.	7.1	E.	4.8	N. E.	7.4	N. E.	5.5	N. W.
5.....	2.6	N. E.	7.3	N. W.	7.3	S. E.	7.9	E.	4.7	N. W.	7.5	N.	5.4	S. E.
6.....	2.3	N. E.	8.2	N. W.	7.3	S. W.	10.8	N. W.	4.7	N. W.	7.6	N. W.	5.4	S. E.
7.....	1.9	S. E.	9.0	S. W.	7.3	S. W.	11.4	N. W.	4.7	N. W.	7.6	N. W.	5.5	N. W.
8.....	1.7	S.	10.2	S. W.	7.0	S. W.	14.0	N. W.	4.8	N. W.	7.9	N. W.	5.6	S.
9.....	1.5	N. W.	9.7	N. W.	7.0	S. W.	14.9	N. E.	4.7	N. W.	7.7	N. W.	5.9	S. W.
10.....	1.7	N. W.	9.1	S. E.	6.9	W.	12.8	N. E.	4.8	N. E.	7.8	S. W.	5.9	S. W.
11.....	2.3	N. W.	9.2	N. E.	7.0	W.	12.3	N. W.	4.6	N. W.	7.9	S. W.	6.5	N. W.
12.....	2.6	N. W.	8.8	N. E.	6.8	S.	11.9	N. W.	4.4	S. E.	7.9	S. W.	6.9	N. W.
13.....	2.6	N. W.	9.1	N. E.	6.9	S. W.	12.1	N. E.	4.5	N. W.	8.0	N. E.	6.5	S. E.
14.....	2.7	S. W.	8.9	N.	6.7	W.	10.8	S. W.	4.7	N. W.	8.1	N. W.	5.7	S. W.
15.....	2.9	S. E.	8.7	N. W.	6.7	S. W.	8.7	S. W.	4.5	N. E.	8.1	N. W.	5.4	S. W.
16.....	2.9	N. W.	8.5	S. W.	6.6	S. E.	6.5	S. W.	4.5	N. W.	8.1	N.	5.3	W.
17.....	2.9	N. E.	8.9	S.	7.7	S. E.	5.3	N. N.	4.5	N. W.	8.1	N. E.	5.0	S. W.
18.....	2.6	N. E.	8.7	S. S.	6.6	N. W.	6.0	S. W.	4.6	N. E.	7.9	N. W.	4.7	W.
19.....	2.8	S. W.	8.6	S. E.	6.4	N. W.	6.4	N. W.	5.0	N. W.	7.9	S. E.	4.7	S. W.
20.....	2.3	N. W.	8.1	N.	6.4	N. E.	6.9	N. W.	5.2	N. W.	7.6	S.	4.7	S. W.
21.....	7.1	S.	8.3	S.	6.2	N. E.	7.0	N.	5.5	N. W.	7.4	N. W.	4.9	S. W.
22.....	5.3	N. W.	8.0	N.	6.2	N.	7.1	N. E.	5.6	N. W.	7.3	N. W.	5.0	S. W.
23.....	5.3	S. W.	8.1	S. E.	5.9	N. W.	6.9	N. E.	5.9	S. W.	7.1	N. W.	5.3	S. W.
24.....	4.6	N. W.	8.0	S. W.	6.1	S. W.	6.7	N. W.	6.0	N. E.	6.8	S. W.	5.4	S. W.
25.....	4.7	N. W.	8.1	S. W.	5.9	S. W.	6.4	N. W.	6.2	N. E.	6.5	S. W.	5.6	S. W.
26.....	5.0	N. W.	8.3	N.	5.8	S. W.	6.1	N. W.	6.6	N. W.	6.5	S. W.	5.8	S. W.
27.....	6.0	S. W.	8.1	N. W.	5.9	S. W.	5.3	N. W.	6.7	S. W.	6.3	N. W.	5.9	N. W.
28.....	6.7	N. W.	7.9	N. W.	5.9	N. W.	5.2	N. W.	6.9	S. W.	6.1	N. W.	5.9	N. W.
29.....	8.9	S. W.	7.8	N. W.	5.3	N. W.	5.3	N. E.	.....	.....	.....	.....	.....	.....
30.....	7.9	N. W.	7.5	N. W.	5.1	N. E.	5.1	N. E.	.....	.....	.....	.....	.....	.....
31.....	7.9	N. W.	7.5	N. W.	5.1	N. E.	5.1	N. E.	.....	.....	.....	.....	.....	.....

FORT LEAVENWORTH, KANSAS.  
 Authority, Corps of Engineers, United States Army.—High water of 1897 reads 92.00 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	5.3	S.	3.0	S.	3.4	N.W.	4.3	S.	8.0	N.	8.1	S.E.	7.9	W.
2.....	4.9	N.W.	2.9	S.	3.0	N.W.	4.1	N.	7.6	S.W.	8.1	S.E.	7.6	N.W.
3.....	4.5	S.	2.9	S.	2.7	W.	4.0	N.E.	7.4	N.W.	8.0	N.E.	7.5	S.
4.....	3.7	N.E.	2.9	N.W.	2.4	E.	5.1	S.E.	7.2	N.W.	7.8	N.E.	7.4	S.W.
5.....	2.5	N.E.	2.9	S.W.	2.4	N.W.	5.7	N.W.	7.1	N.	7.6	N.	9.2	S.W.
6.....	2.5	N.E.	1.6	S.	2.4	N.W.	6.0	N.W.	6.5	N.	7.3	S.	11.4	S.W.
7.....	2.4	S.	2.0	N.W.	2.5	N.W.	7.9	N.W.	6.5	N.	7.1	S.	12.5	S.
8.....	2.3	N.E.	2.1	N.W.	2.1	N.W.	7.8	N.E.	6.3	N.E.	6.9	S.	14.1	S.E.
9.....	2.2	N.E.	2.3	N.W.	2.3	N.W.	5.8	N.E.	6.3	S.	6.8	S.	14.8	S.E.
10.....	1.8	N.	2.5	N.W.	2.5	N.W.	5.9	N.E.	6.1	N.W.	7.0	N.W.	14.7	S.E.
11.....	2.2	N.	2.1	S.E.	2.1	S.E.	6.0	N.E.	6.0	S.	7.4	S.	14.0	N.W.
12.....	2.0	N.	2.1	N.	2.1	S.W.	5.8	N.E.	6.0	S.E.	7.8	N.W.	13.9	S.E.
13.....	1.9	S.E.	2.3	N.E.	2.3	N.W.	5.9	S.E.	5.9	S.W.	7.5	S.E.	13.3	W.
14.....	2.1	S.	2.7	S.E.	2.7	N.W.	5.7	S.W.	5.8	N.E.	6.6	N.W.	13.5	S.E.
15.....	2.0	S.	2.5	S.	2.5	N.E.	5.5	N.	5.7	N.E.	6.4	N.	13.9	S.
16.....	2.1	N.W.	4.0	N.W.	4.0	N.E.	5.6	N.	5.7	N.E.	6.3	S.E.	15.9	S.
17.....	2.3	S.	4.1	S.	4.1	S.W.	7.3	N.	5.8	N.W.	6.4	N.E.	15.9	S.
18.....	2.3	N.W.	4.6	N.W.	4.6	N.E.	7.9	N.W.	5.7	N.	6.3	N.	15.8	S.E.
19.....	2.3	S.	4.3	N.W.	4.3	N.W.	8.3	N.E.	6.0	N.W.	6.9	N.E.	15.9	S.E.
20.....	2.1	S.	4.8	N.W.	4.8	N.W.	9.2	N.W.	6.1	N.	6.9	S.E.	15.4	S.E.
21.....	2.0	S.	5.9	N.W.	5.9	N.W.	9.7	N.	6.1	N.E.	6.8	S.	14.4	S.
22.....	2.3	N.W.	6.7	N.W.	6.7	N.W.	10.4	S.	9.0	S.E.	8.0	S.W.	12.9	S.
23.....	2.4	S.	6.6	S.	6.6	N.E.	10.7	S.	9.5	N.W.	9.2	S.E.	13.5	S.W.
24.....	2.5	N.W.	6.5	N.W.	6.5	S.	10.3	N.E.	9.3	S.	9.1	S.	13.2	S.W.
25.....	2.4	N.W.	6.6	N.W.	6.6	N.W.	9.7	N.	7.8	N.	8.8	S.	13.0	W.
26.....	2.6	S.	6.5	N.W.	6.5	N.W.	9.3	N.E.	8.4	S.	8.6	S.E.	12.7	S.E.
27.....	2.7	N.W.	6.6	N.W.	6.6	N.W.	8.9	N.	8.1	S.	8.3	S.	12.7	S.E.
28.....	2.5	S.	5.9	N.W.	5.9	N.W.	8.5	N.	8.0	S.	8.1	S.	12.7	S.E.
29.....	2.5	S.	7.3	N.E.	7.3	N.E.	8.3	N.	8.0	S.	8.0	N.	12.7	S.E.
30.....	2.6	S.												
31.....	2.6	S.												

## JACKSONPORT, ARKANSAS.

Authority, Corps of Engineers, United States Army.—High water of 1867 reads 32.83 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	0.0	S.W.	6.4	S.W.	15.1	N.W.	24.3	N.E.	16.5	N.W.	35.9	N.W.	6.4	S.E.
2.....	0.0	S.W.	5.9	S.W.	15.0	N.W.	23.5	N.W.	15.9	N.W.	34.4	N.W.	6.2	S.E.
3.....	1.3	S.W.	4.5	S.W.	12.1	N.W.	22.9	N.W.	16.5	N.W.	32.5	S.W.	6.3	S.W.
4.....	1.2	N.W.	4.7	N.W.	12.9	N.W.	22.7	N.E.	17.0	N.W.	32.4	N.W.	6.3	S.W.
5.....	11.9	N.W.	4.4	N.W.	11.2	N.W.	21.9	N.W.	17.2	N.W.	31.7	N.W.	6.0	S.W.
6.....	14.5	N.W.	4.1	N.W.	10.1	N.W.	20.2	N.W.	17.0	N.W.	31.1	N.W.	5.5	S.W.
7.....	13.3	N.W.	3.7	N.W.	10.0	N.W.	19.6	N.W.	16.6	N.W.	30.3	N.W.	5.4	S.W.
8.....	11.9	N.W.	3.4	N.W.	9.5	N.W.	17.9	N.W.	17.3	N.W.	29.0	N.W.	5.0	S.W.
9.....	12.2	N.W.	3.2	N.W.	8.3	N.W.	17.0	N.W.	16.8	N.W.	18.9	N.W.	4.9	S.W.
10.....	18.3	N.W.	3.0	N.W.	6.7	N.W.	16.5	N.W.	16.3	N.W.	17.7	N.W.	4.3	S.W.
11.....	22.0	N.W.	2.8	N.W.	6.4	N.W.	15.1	N.W.	15.2	N.W.	17.6	N.W.	4.0	S.W.
12.....	23.5	N.W.	2.6	N.W.	6.2	N.W.	13.9	N.W.	14.3	N.W.	18.1	N.W.	3.7	N.W.
13.....	23.6	N.W.	2.5	N.W.	6.2	N.W.	13.3	N.W.	13.6	N.W.	18.2	N.W.	3.6	N.W.
14.....	23.6	N.W.	2.3	N.W.	6.4	N.W.	14.5	N.W.	13.0	N.W.	18.5	N.W.	3.6	N.W.
15.....	23.7	N.W.	2.2	N.W.	6.4	N.W.	14.3	N.W.	13.1	N.W.	18.5	N.W.	3.6	N.W.
16.....	22.7	N.W.	2.1	N.W.	6.3	N.W.	13.6	N.W.	12.9	N.W.	17.7	N.W.	4.5	N.W.
17.....	31.4	N.W.	2.0	N.W.	6.3	N.W.	13.1	N.W.	12.6	N.W.	15.6	N.W.	4.4	N.W.
18.....	20.3	N.W.	1.9	N.W.	10.5	N.W.	12.3	N.W.	12.6	N.W.	14.3	N.W.	4.1	N.W.
19.....	16.3	N.W.	1.8	N.W.	10.5	N.W.	12.3	N.W.	12.6	N.W.	13.1	N.W.	3.9	N.W.
20.....	15.7	N.W.	1.6	N.W.	12.2	N.W.	12.3	N.W.	10.9	N.W.	11.9	N.W.	3.6	N.W.
21.....	14.4	N.W.	1.3	N.W.	13.4	N.W.	12.3	N.W.	10.1	N.W.	10.1	N.W.	3.3	N.W.
22.....	13.1	N.W.	1.2	N.W.	14.0	N.W.	12.1	N.W.	9.4	N.W.	9.4	N.W.	3.1	N.W.
23.....	12.0	N.W.	1.0	N.W.	14.1	N.W.	11.7	N.W.	8.9	N.W.	8.9	N.W.	2.9	N.W.
24.....	11.0	N.W.	1.0	N.W.	14.6	N.W.	10.9	N.W.	8.0	N.W.	8.0	N.W.	2.8	N.W.
25.....	10.3	N.W.	1.3	N.W.	14.7	N.W.	10.0	N.W.	7.5	N.W.	7.5	N.W.	2.7	N.W.
26.....	9.2	N.W.	1.3	N.W.	14.3	N.W.	9.3	N.W.	6.8	N.W.	6.8	N.W.	2.6	N.W.
27.....	9.2	N.W.	1.6	N.W.	13.8	N.W.	12.6	N.W.	5.7	N.W.	5.7	N.W.	2.5	N.W.
28.....	8.9	N.W.	1.6	N.W.	13.6	N.W.	11.8	N.W.	5.6	N.W.	5.6	N.W.	2.4	N.W.
29.....	7.4	N.W.	13.4	N.W.	17.3	N.W.	17.3	N.W.	5.0	N.W.	5.0	N.W.	2.4	N.W.
30.....	6.9	N.W.												
31.....														



## LITTLE ROCK, ARKANSAS.

Authority, Corps of Engineers, United States Army.—High water of 1837 reads 31.00 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	1.4	S.	5.3	N.W.	11.0	W.	15.5	N.	7.8	N.W.	15.6	S.E.	5.2	N.W.
2.....	1.3	S.E.	4.8	S.W.	9.8	W.	13.9	S.E.	7.8	W.	14.0	S.	5.1	E.
3.....	1.5	S.E.	4.5	S.W.	9.0	S.W.	13.5	S.W.	7.7	W.	12.5	S.W.	5.0	E.
4.....	4.6	S.E.	4.3	N.W.	8.9	N.E.	13.8	S.W.	7.7	W.	12.5	S.W.	4.8	S.E.
5.....	12.0	N.E.	4.0	N.W.	9.5	S.E.	14.0	S.E.	9.0	S.	10.7	N.W.	4.6	S.E.
6.....	10.3	N.	3.9	S.W.	9.8	W.	14.5	W.	11.8	S.E.	9.6	S.	4.4	S.E.
7.....	9.2	E.	3.7	S.W.	9.6	S.W.	16.5	S.E.	11.8	N.E.	9.1	S.	4.2	W.
8.....	9.1	S.	3.5	S.W.	8.7	W.	17.1	S.E.	11.6	N.E.	8.6	S.W.	4.1	S.W.
9.....	9.8	N.W.	3.4	S.W.	9.0	S.E.	16.3	W.	12.4	N.E.	8.1	S.E.	3.9	S.W.
10.....	15.9	N.E.	3.3	S.W.	9.8	S.	15.0	S.	14.4	S.E.	7.9	S.	4.5	S.E.
11.....	17.5	E.	3.0	S.W.	9.2	S.E.	14.5	N.	16.5	S.	8.5	S.	4.7	E.
12.....	18.3	S.E.	2.9	S.W.	9.0	S.E.	13.6	W.	18.5	S.E.	10.3	S.	4.3	S.E.
13.....	18.9	W.	2.8	S.W.	8.5	W.	13.0	N.E.	18.5	W.	13.3	S.W.	4.0	N.E.
14.....	18.0	S.W.	2.7	N.W.	8.5	N.W.	11.5	S.W.	17.5	W.	14.5	W.	4.3	N.W.
15.....	17.5	S.W.	2.5	N.E.	8.0	W.	13.6	S.W.	16.5	W.	15.5	W.	4.9	W.
16.....	16.3	S.	2.4	E.	7.3	S.W.	14.5	S.E.	17.7	N.W.	15.3	S.	6.0	E.
17.....	15.0	W.	2.3	W.	7.0	S.W.	14.5	S.E.	17.0	N.W.	14.0	S.E.	7.1	S.E.
18.....	13.3	W.	2.2	E.	6.8	S.E.	14.4	S.	17.7	N.E.	13.2	N.W.	6.5	W.
19.....	12.0	N.W.	2.1	N.E.	6.6	S.E.	15.0	E.	18.0	S.W.	11.5	W.	5.9	W.
20.....	10.3	N.W.	2.0	E.	6.4	E.	15.6	N.E.	19.7	S.W.	10.0	E.	5.6	E.
21.....	9.5	N.W.	2.0	E.	6.4	E.	15.3	S.E.	21.5	S.	8.9	N.E.	5.9	E.
22.....	8.5	N.E.	2.6	S.W.	11.5	S.W.	14.3	S.E.	21.5	N.W.	8.0	S.W.	6.3	S.E.
23.....	8.0	N.E.	7.8	N.W.	17.5	W.	13.5	N.E.	21.8	N.W.	7.5	S.W.	6.4	E.
24.....	7.3	S.E.	8.9	N.W.	18.5	N.W.	12.5	N.	23.0	E.	7.1	W.	6.0	W.
25.....	7.0	N.E.	11.5	N.W.	19.5	N.W.	11.5	S.	23.0	W.	6.8	W.	5.3	S.
26.....	6.5	E.	13.9	S.E.	19.5	S.E.	10.5	S.E.	22.1	S.E.	6.4	S.W.	5.0	S.E.
27.....	6.0	N.W.	16.7	N.W.	20.0	S.E.	9.7	E.	21.0	W.	6.3	W.	4.7	S.E.
28.....	6.0	N.W.	16.0	S.W.	18.0	N.E.	9.0	E.	20.2	S.W.	6.1	S.E.	4.5	W.
29.....	6.0	E.	13.3	S.	.....	.....	8.2	N.E.	19.0	S.E.	6.0	W.	4.5	W.
30.....	5.8	W.	13.0	S.W.	.....	.....	8.2	N.E.	17.5	S.E.	5.7	W.	4.3	E.
31.....	5.6	S.E.	12.5	S.E.	.....	.....	7.9	W.	.....	S.	5.4	.....	4.3	E.

## CAMDEN, ARKANSAS.

Authority, Captain Benysard, Corps of Engineers.—Zero of gauge is at lowest recorded water, (1873.)

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	97.7	.....	11.9	.....	99.5	.....	30.6	.....	95.4	.....	95.9	.....	5.4	.....
2.....	95.8	.....	10.8	.....	98.7	.....	30.8	.....	92.1	.....	94.6	.....	5.0	.....
3.....	92.0	.....	9.8	.....	97.5	.....	30.3	.....	94.8	.....	93.8	.....	4.6	.....
4.....	90.4	.....	9.6	.....	96.3	.....	31.9	.....	94.9	.....	91.0	.....	4.9	.....
5.....	90.7	.....	8.4	.....	94.8	.....	31.7	.....	92.9	.....	10.6	.....	3.9	.....
6.....	92.9	.....	7.9	.....	93.4	.....	31.8	.....	91.3	.....	18.3	.....	3.5	.....
7.....	94.9	.....	7.9	.....	91.9	.....	31.9	.....	10.3	.....	16.8	.....	3.3	.....
8.....	96.4	.....	6.7	.....	91.6	.....	30.9	.....	10.0	.....	15.4	.....	3.0	.....
9.....	97.7	.....	6.3	.....	92.0	.....	31.3	.....	92.5	.....	14.2	.....	2.9	.....
10.....	97.0	.....	5.9	.....	93.2	.....	31.8	.....	96.5	.....	13.2	.....	2.5	.....
11.....	98.3	.....	5.6	.....	91.8	.....	31.7	.....	98.9	.....	19.5	.....	2.1	.....
12.....	98.3	.....	5.6	.....	90.8	.....	31.5	.....	92.9	.....	17.8	.....	2.0	.....
13.....	99.1	.....	5.6	.....	19.6	.....	31.5	.....	93.3	.....	14.3	.....	1.9	.....
14.....	99.1	.....	7.9	.....	17.0	.....	31.9	.....	94.3	.....	90.6	.....	1.9	.....
15.....	99.6	.....	10.8	.....	15.8	.....	31.6	.....	94.3	.....	94.4	.....	1.7	.....
16.....	99.6	.....	11.5	.....	14.9	.....	31.7	.....	94.7	.....	94.8	.....	1.7	.....
17.....	99.4	.....	11.5	.....	14.9	.....	31.9	.....	93.3	.....	91.9	.....	1.6	.....
18.....	99.1	.....	10.5	.....	14.2	.....	30.8	.....	93.3	.....	91.6	.....	1.5	.....
19.....	99.6	.....	7.9	.....	14.8	.....	30.9	.....	93.9	.....	91.6	.....	1.4	.....
20.....	99.3	.....	7.9	.....	15.4	.....	30.3	.....	93.6	.....	90.3	.....	1.3	.....
21.....	99.3	.....	7.2	.....	15.6	.....	31.3	.....	93.2	.....	92.9	.....	1.3	.....
22.....	99.7	.....	7.0	.....	16.6	.....	31.6	.....	94.3	.....	93.1	.....	1.3	.....
23.....	99.3	.....	10.4	.....	16.6	.....	31.9	.....	93.6	.....	19.7	.....	1.3	.....
24.....	99.7	.....	19.2	.....	23.9	.....	31.5	.....	93.0	.....	16.3	.....	1.3	.....
25.....	99.6	.....	97.9	.....	24.9	.....	31.1	.....	92.3	.....	13.4	.....	1.3	.....
26.....	99.6	.....	97.2	.....	31.9	.....	30.6	.....	91.6	.....	11.4	.....	1.3	.....
27.....	97.7	.....	30.5	.....	33.1	.....	28.5	.....	90.8	.....	10.9	.....	1.3	.....
28.....	96.3	.....	31.5	.....	32.1	.....	28.5	.....	90.8	.....	8.9	.....	1.3	.....
29.....	99.6	.....	31.4	.....	32.1	.....	27.6	.....	92.6	.....	7.7	.....	1.1	.....
30.....	99.6	.....	30.6	.....	32.1	.....	26.4	.....	97.3	.....	6.8	.....	1.1	.....
31.....	13.0	.....	30.3	.....	.....	.....	25.5	.....	.....	.....	6.0	.....	.....	.....

## TRINITY, LOUISIANA.

Authority, Captain Bensaun, Corps of Engineers.—Zero of gauge is at lowest known water, (1873.)

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	10.9	.....	31.8	.....	29.3	.....	34.1	.....	48.5	.....	52.5	.....	51.3	.....
2.....	21.0	.....	32.0	.....	30.3	.....	34.3	.....	49.8	.....	52.6	.....	51.9	.....
3.....	21.7	.....	32.0	.....	30.3	.....	34.5	.....	50.1	.....	52.6	.....	51.1	.....
4.....	22.4	.....	32.3	.....	30.3	.....	34.8	.....	50.3	.....	52.6	.....	51.0	.....
5.....	22.8	.....	32.3	.....	30.4	.....	35.0	.....	50.4	.....	52.6	.....	50.9	.....
6.....	23.1	.....	32.4	.....	30.4	.....	35.3	.....	50.5	.....	52.6	.....	50.7	.....
7.....	23.4	.....	32.4	.....	30.9	.....	35.3	.....	50.5	.....	52.6	.....	50.5	.....
8.....	23.6	.....	32.3	.....	30.5	.....	35.1	.....	50.6	.....	52.5	.....	50.3	.....
9.....	23.7	.....	32.3	.....	30.8	.....	36.4	.....	51.1	.....	52.5	.....	50.1	.....
10.....	23.9	.....	32.1	.....	31.0	.....	36.7	.....	51.2	.....	52.5	.....	49.9	.....
11.....	24.1	.....	31.9	.....	31.2	.....	37.3	.....	51.3	.....	52.4	.....	49.6	.....
12.....	24.3	.....	31.6	.....	31.5	.....	37.7	.....	51.3	.....	52.4	.....	49.3	.....
13.....	24.6	.....	31.2	.....	31.8	.....	38.0	.....	51.4	.....	52.4	.....	49.1	.....
14.....	24.8	.....	31.0	.....	32.0	.....	38.3	.....	51.4	.....	52.3	.....	48.7	.....
15.....	25.0	.....	30.6	.....	32.2	.....	38.9	.....	51.4	.....	52.3	.....	48.4	.....
16.....	25.4	.....	30.2	.....	32.4	.....	39.5	.....	51.5	.....	52.3	.....	48.0	.....
17.....	25.8	.....	30.8	.....	32.6	.....	40.1	.....	51.6	.....	52.2	.....	47.6	.....
18.....	26.3	.....	29.5	.....	32.8	.....	40.6	.....	51.7	.....	52.1	.....	47.3	.....
19.....	26.6	.....	29.0	.....	32.8	.....	41.0	.....	51.9	.....	52.0	.....	46.7	.....
20.....	27.2	.....	29.0	.....	32.9	.....	41.6	.....	52.0	.....	52.0	.....	46.9	.....
21.....	27.7	.....	28.9	.....	33.0	.....	42.1	.....	52.1	.....	51.9	.....	45.7	.....
22.....	28.2	.....	28.9	.....	33.2	.....	42.9	.....	52.2	.....	51.8	.....	45.3	.....
23.....	28.6	.....	29.3	.....	33.3	.....	43.9	.....	52.3	.....	51.8	.....	44.7	.....
24.....	29.0	.....	29.3	.....	33.3	.....	44.8	.....	52.3	.....	51.7	.....	44.3	.....
25.....	29.4	.....	29.3	.....	33.5	.....	45.5	.....	52.3	.....	51.7	.....	43.8	.....
26.....	29.8	.....	29.3	.....	33.6	.....	46.3	.....	52.4	.....	51.6	.....	43.3	.....
27.....	30.1	.....	29.4	.....	33.7	.....	46.9	.....	52.4	.....	51.6	.....	42.8	.....
28.....	30.6	.....	29.5	.....	33.9	.....	47.5	.....	52.4	.....	51.6	.....	42.3	.....
29.....	30.9	.....	29.5	.....	.....	.....	48.0	.....	52.5	.....	51.5	.....	41.8	.....
30.....	31.3	.....	29.4	.....	.....	.....	48.6	.....	52.5	.....	51.5	.....	41.5	.....
31.....	31.5	.....	29.3	.....	.....	.....	49.0	.....	.....	.....	51.4	.....	41.2	.....

## SHREVEPORT, LOUISIANA.

Authority, Signal Service, United States Army.—High water of 1849 reads 33.0 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1.....	12.4	.....	21.9	.....	16.7	.....	22.8	.....	27.6	.....	30.3	.....	24.1	.....
2.....	12.7	.....	21.7	.....	17.2	.....	21.3	.....	27.4	.....	30.2	.....	23.7	.....
3.....	13.2	.....	21.4	.....	17.5	.....	23.4	.....	27.2	.....	30.1	.....	23.3	.....
4.....	13.9	.....	.....	.....	17.7	.....	23.6	.....	26.8	.....	29.9	.....	23.1	.....
5.....	14.3	.....	.....	.....	18.1	.....	23.7	.....	26.4	.....	29.7	.....	22.3	.....
6.....	14.6	.....	.....	.....	18.9	.....	24.1	.....	26.2	.....	29.4	.....	21.7	.....
7.....	14.7	.....	.....	.....	19.5	.....	24.3	.....	25.9	.....	29.2	.....	21.2	.....
8.....	15.5	.....	.....	.....	19.9	.....	24.5	.....	25.9	.....	28.7	.....	20.7	.....
9.....	15.6	.....	.....	.....	20.4	.....	24.6	.....	25.9	.....	27.7	.....	20.0	.....
10.....	15.8	.....	.....	.....	20.7	.....	24.9	.....	25.8	.....	27.6	.....	19.4	.....
11.....	16.0	.....	.....	.....	20.9	.....	24.8	.....	25.6	.....	27.1	.....	18.7	.....
12.....	16.2	.....	.....	.....	21.2	.....	25.6	.....	25.4	.....	26.6	.....	18.0	.....
13.....	16.7	.....	17.6	.....	21.5	.....	25.8	.....	25.4	.....	25.5	.....	17.7	.....
14.....	16.9	.....	17.3	.....	22.0	.....	26.1	.....	25.4	.....	24.9	.....	17.4	.....
15.....	17.2	.....	16.8	.....	22.3	.....	26.3	.....	25.7	.....	24.5	.....	17.1	.....
16.....	17.4	.....	16.7	.....	22.6	.....	26.6	.....	25.7	.....	24.0	.....	16.7	.....
17.....	17.8	.....	16.3	.....	22.7	.....	26.7	.....	26.0	.....	23.7	.....	16.7	.....
18.....	18.0	.....	16.1	.....	22.7	.....	26.7	.....	26.2	.....	23.5	.....	16.4	.....
19.....	18.4	.....	15.7	.....	22.7	.....	26.7	.....	26.6	.....	23.3	.....	16.4	.....
20.....	19.6	.....	15.4	.....	22.5	.....	26.8	.....	26.9	.....	23.3	.....	16.2	.....
21.....	20.1	.....	15.1	.....	22.5	.....	27.1	.....	27.1	.....	23.3	.....	16.2	.....
22.....	20.8	.....	15.3	.....	22.7	.....	27.2	.....	27.3	.....	23.2	.....	15.9	.....
23.....	21.3	.....	15.3	.....	22.7	.....	27.3	.....	27.3	.....	23.2	.....	15.7	.....
24.....	21.7	.....	15.0	.....	22.5	.....	27.5	.....	27.5	.....	24.3	.....	15.6	.....
25.....	22.1	.....	14.7	.....	22.3	.....	27.6	.....	27.6	.....	24.7	.....	15.5	.....
26.....	22.3	.....	15.1	.....	22.3	.....	27.5	.....	27.5	.....	24.9	.....	15.3	.....
27.....	22.5	.....	15.2	.....	22.6	.....	27.5	.....	30.0	.....	25.0	.....	15.2	.....
28.....	22.7	.....	15.3	.....	22.6	.....	27.5	.....	30.7	.....	25.1	.....	15.2	.....
29.....	22.4	.....	15.5	.....	.....	.....	27.6	.....	30.8	.....	24.9	.....	15.0	.....
30.....	22.3	.....	15.7	.....	.....	.....	27.6	.....	30.3	.....	24.7	.....	14.6	.....
31.....	22.2	.....	16.2	.....	.....	.....	27.6	.....	30.3	.....	24.4	.....	14.2	.....

## ALEXANDRIA, LOUISIANA.

Authority: Corps of Engineers, United States Army.—High water of 1844 reads 36.40 feet.

Date.	December.		January.		February.		March.		April.		May.		June.	
	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.	Gauge.	Wind.
1	9.0	S.	16.9	S.E.	10.9	N.	32.0	E.	34.1	N.	34.9	S.	35.0	N.E.
2	9.6	S.	17.5	S.E.	10.9	N.	32.3	E.	34.3	N.	34.3	S.	34.9	N.E.
3	9.8	N.	17.6	N.	11.1	N.	32.5	N.	34.3	N.	34.4	S.	34.9	N.
4	9.9	N.	17.9	N.	11.3	N.	32.7	N.	34.4	N.	34.4	S.	34.7	N.
5	9.9	N.	18.0	N.	11.8	N.	33.0	N.	34.9	N.	34.6	N.	34.5	N.
6	9.9	N.	18.0	N.	12.7	N.	33.3	N.	34.9	N.	34.7	N.	34.1	N.
7	9.9	N.	18.0	N.	13.4	N.	33.3	N.	34.9	N.	34.8	N.	33.8	N.
8	10.1	N.	18.9	N.	13.7	N.	34.5	N.	34.9	N.	34.8	N.	33.3	N.
9	10.3	N.	17.6	N.	14.1	N.	35.0	N.	34.9	N.	34.6	N.	32.6	N.
10	10.4	N.	17.4	N.	14.2	N.	35.5	N.	34.9	N.	34.6	N.	32.6	N.
11	10.6	N.	17.4	N.	14.3	N.	36.0	N.	34.9	N.	34.6	N.	31.9	N.
12	10.8	N.	17.8	N.	14.4	N.	36.6	N.	34.9	N.	34.8	N.	30.4	N.
13	10.9	N.	18.9	N.	14.4	N.	37.0	N.	34.9	N.	34.7	N.	30.4	N.
14	11.0	N.	18.9	N.	14.9	N.	37.5	N.	34.9	N.	34.4	N.	30.4	N.
15	11.1	N.	18.9	N.	15.1	N.	38.2	N.	34.9	N.	34.4	N.	30.4	N.
16	11.2	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
17	11.4	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
18	11.6	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
19	11.9	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
20	12.0	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
21	12.5	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
22	12.5	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
23	12.9	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
24	13.0	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
25	13.0	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
26	14.0	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
27	14.4	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
28	14.9	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
29	15.4	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
30	15.9	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.
31	16.5	N.	18.9	N.	15.1	N.	38.4	N.	34.9	N.	34.4	N.	30.4	N.

## APPENDIX F.

*Tables of relative heights of high waters, levees, and ground from Commerce, Mo., to the Louisiana line.*

Distance in feet.	Elevation of ground.	Elevation of levee.	Remarks.	Distance in feet.	Elevation of ground.	Elevation of levee.	Remarks.
42,000	+ 5.0	+10.0		2,000	- 3.0	.....	Opposite Linwood Bar.
500	- 5.0	.....	Head of Big Lake.	5,000	- 3.0	+ 2.0	
25,000	+ 5.0	+ 9.0	South side of Big Lake.	400	- 3.0	.....	
17,000	+ 3.0	+ 6.0	Do.	12,500	- 3.0	+ 2.0	
3,000	- 2.0	+ 5.0	Do.	100	- 2.5	.....	Opposite Island 16.
200	0.0	.....	Do.	6,000	- 2.5	+ 1.5	
1,500	- 1.0	+ 3.0	Do.	50	- 2.5	.....	Opposite Island 16.
200	- 1.0	.....	Do.	3,000	- 2.5	+ 1.5	
3,000	- 1.0	+ 3.0	Do.	150	- 2.5	.....	Opposite Island 16.
100	- 1.0	.....	Do.	4,000	- 2.0	+ 2.0	
2,000	- 1.0	+ 2.5	Do.	200	- 2.0	.....	Opposite Island 16.
500	- 1.0	.....	Do.	3,200	- 1.5	+ 1.5	
1,000	- 1.0	+ 2.5	Do.	100	- 2.0	.....	Head of Island 18.
500	- 1.0	.....	Do.	4,000	- 2.0	+ 1.5	
1,500	- 1.0	+ 2.5	Do.	500	- 2.0	.....	Opposite Island 18.
600	- 1.5	+ 2.5	Do.	3,500	- 2.5	+ 1.0	
2,000	- 1.0	+ 2.0	Do.	600	- 2.5	.....	
500	0.0	.....	Do.	2,000	- 2.5	+ 1.0	Opposite Island 18.
1,000	- 1.0	+ 2.0	Do.	500	- 2.5	.....	
1,500	- 0.5	+ 1.5	Do.	2,000	- 2.5	+ 1.5	
1,000	- 1.0	.....	Do.	600	- 2.5	.....	
1,500	- 0.5	+ 2.0	Do.	1,500	- 2.0	+ 1.0	
1,000	- 1.5	.....	Do.	200	-15.0	.....	Half-Moon Bayou.
7,000	- 2.0	+ 1.5	Do.	5,000	- 1.5	+ 1.5	Cottonwood Point.
9,000	- 3.5	.....	Opposite Cairo.	5,000	- 4.0	.....	Below Cottonwood Point
1,800	- 1.5	+ 1.0		100	-15.0	.....	Pemiscot Bayou.
22,000	+ 1.5	+ 3.0		12,000	- 6.0	.....	
9,000	- 5.0	.....	Opposite Island No. 1.	5,500	- 2.5	+ 1.5	
6,000	+ 1.5	.....		6,000	- 2.5	.....	Head of Island 21.
5,000	- 1.0	.....	Above Hunter's Land'g.	3,000	- 2.5	+ 1.5	
1,500	+ 0.5	.....		4,000	- 2.5	+ 1.5	
2,000	- 3.0	.....	Above Hunter's Land'g.	22,000	- 3.0	.....	Opposite Island 21.
6,500	+ 7.0	.....	Hunter's Landing.	2,000	- 2.5	+ 1.0	
1,700	- 2.0	.....	Opposite Island 4.	1,000	- 3.0	.....	
4,000	- 0.5	+ 1.5	(Interior line.)	5,000	- 2.5	+ 0.5	
500	- 0.5	.....	Below Lucas Bend.	1,000	- 3.0	.....	
52,500	0.0	+ 1.5		7,000	- 2.5	+ 0.5	
15,000	- 2.0	.....	Above Island 6.	100	-15.0	.....	
400	- 8.0	.....		3,000	- 2.5	+ 0.5	
15,000	+ 1.0	.....	Above Island 8.	21,500	- 4.0	.....	Above Island 25.
21,000	- 1.0	.....	Interior line.	11,500	- 4.0	+ 1.0	
100	-25.0	.....	Bayou Saint James.	300	- 5.0	.....	
3,000	- 0.5	+ 1.5		2,000	- 4.0	+ 1.0	
200	-12.0	.....	Dry Bayou.	250	- 5.0	.....	
10,500	- 3.0	.....	Opposite Island 8.	13,000	- 4.0	+ 1.5	
1,500	- 3.0	+ 1.0		13,000	- 6.0	.....	Opposite Island, 26.
1,000	- 3.0	.....	Opposite Island 8.	2,000	- 5.5	+ 1.0	
500	- 3.0	+ 1.0		120	- 7.0	.....	
1,000	- 3.0	.....	Opposite Island 8.	3,000	- 5.0	+ 1.0	
600	- 3.0	+ 1.0		300	- 5.0	.....	
5,800	- 3.0	.....	Interior line to New	4,000	- 3.0	+ 1.5	
7,900	- 8.0	.....	Madrid north and west	200	- 6.0	.....	
5,000	- 3.0	.....	of Hubbard Lake.	9,000	- 2.0	+ 1.0	
15,800	- 3.0	.....		100	-20.0	.....	Mill Bayou.
10,500	- 8.0	.....		18,500	- 2.0	+ 1.5	
100	-25.0	.....	Saint John's Bayou.	2,700	- 4.0	.....	Below Mill Bayou.
52,800	+ 5.0	.....	New Madrid to Point	18,000	- 3.0	+ 1.5	
21,000	- 1.0	.....	Pleasant.	2,000	- 2.0	.....	Opposite Island 30.
4,000	- 2.5	.....	Interior.	2,500	- 3.0	+ 2.0	
100	-15.0	.....	Point Pleasant to Ca-	600	- 3.0	.....	
82,000	+ 0.5	.....	ruthersville.	21,000	- 2.5	+ 1.0	Osceola.
14,000	- 2.0	.....	West of Big Lake and	21,000	- 3.0	+ 2.0	
2,500	- 4.0	.....	Bayou west of Gayoso.	18,500	- 4.0	.....	Across neck, opposite
8,000	- 3.0	.....		3,000	- 4.0	+ 1.0	Flower Island.
5,000	- 3.0	+ 1.5		300	- 5.0	.....	
2,500	+ 1.5	.....	Caruthersville.	3,000	- 4.0	+ 1.0	
4,000	- 2.5	+ 2.0		200	- 5.0	.....	
800	- 4.0	.....	Opposite Linwood Bar.	6,000	- 3.5	+ 1.5	Nodina Place.
4,000	- 3.0	+ 2.0		1,400	- 3.0	.....	
200	- 3.0	.....	Opposite Linwood Bar.	4,000	+ 1.5	.....	Across neck below Isl-
3,000	- 3.0	+ 2.0		7,800	- 3.0	.....	and 34.

Tables of relative heights of high waters, levees, and ground, &c.—Continued.

Distance in feet.	Elevation of ground.	Elevation of levee.	Remarks.	Distance in feet.	Elevation of ground.	Elevation of levee.	Remarks.
3,500	- 2.0	+ 1.0	Opposite Island 35.	4,500	+ 0.5	-----	
5,000	- 2.0	-----		8,000	- 3.0	+ 0.5	
3,300	- 2.0	+ 1.0		150	- 4.0	-----	
7,000	- 3.0	-----	Opposite Island 35.	7,500	- 2.5	+ 0.5	
8,000	- 3.0	+ 1.0		5,000	- 2.5	-----	Scanlin's.
14,300	- 3.0	-----	Opposite Island 35.	3,000	- 2.5	+ 0.5	
12,000	- 4.0	+ 1.0		4,500	- 2.5	-----	Below Scanlin's.
27,000	- 4.0	+ 1.0	Pecan Point.	1,600	- 2.5	+ 0.5	
2,507	+ 1.5	-----		3,000	- 2.5	-----	Below Scanlin's.
5,500	- 4.5	-----	Opposite Dean's Island.	1,350	- 2.0	+ 1.0	
8,000	- 4.0	+ 1.0		13,000	0.0	+ 2.5	H. Burgett.
1,500	- 3.0	-----	Opposite Dean's Island.	5,000	- 2.0	+ 0.5	
4,500	- 3.0	+ 1.5		100	- 5.0	-----	
300	- 5.0	-----	Opposite Dean's Island.	3,000	- 2.5	+ 0.5	
6,000	- 3.0	+ 2.0		2,000	- 3.0	+ 3.0	
400	- 5.0	-----		200	- 2.5	-----	
20,000	+ 4.0	-----	Shanceville, opposite Island 37.	2,000	- 2.5	+ 2.5	Opposite Cat Island.
300	- 4.0	-----	Do.	300	- 3.0	-----	
2,000	- 5.0	+ 1.0		7,000	- 2.5	+ 1.0	Opposite Cat Island.
2,500	- 4.5	-----	Opposite Island 37.	2,500	- 2.0	-----	
45,000	- 4.0	+ 2.0		1,500	- 2.5	+ 0.5	
150	- 20.0	-----	Old River Bayou.	1,500	- 2.5	-----	
4,500	- 3.0	+ 2.0	Pacific Place.	2,500	- 2.5	+ 0.5	
100	- 3.0	-----		5,000	- 2.5	-----	
2,000	- 3.5	+ 1.5		150	- 6.0	-----	
13,000	- 4.0	-----	Opposite Brandywine Bend.	100	- 20.0	-----	Lost River Bayou.
7,700	- 3.0	+ 1.5		15,600	- 2.5	+ 2.5	
5,000	- 4.0	-----	Opposite Brandywine Bend.	300	- 4.0	-----	
4,500	- 3.0	+ 1.0		6,800	- 2.5	+ 2.5	
2,500	- 2.5	-----	Opposite Brandywine Bend.	9,000	- 2.5	-----	
100	- 15.0	-----	Slough.	8,800	- 2.5	+ 3.5	
6,000	- 2.5	-----		9,800	- 1.5	-----	(Interior.)
5,000	- 2.5	+ 3.0	Bradley's.	7,800	- 10.0	-----	Opposite Blue's Point.
21,000	- 3.0	-----	Opposite Island 40.	2,500	+ 1.5	-----	
16,000	- 2.5	+ 1.0		3,500	- 1.5	-----	
17,000	- 2.5	- 1.0		7,000	- 0.5	-----	Above Bledsoe's.
100	- 10.0	-----	Fogleman's Bayou.	100	- 20.0	-----	Bayou at Bledsoe's.
3,000	- 1.5	+ 1.0		1,500	- 3.0	+ 0.5	
100	- 15.0	-----	Bayou.	7,000	- 2.5	-----	Council Bend.
1,500	- 1.5	+ 1.0	Mound City.	70	- 13.0	-----	
100	- 15.0	-----	Bayou.	14,000	- 2.5	-----	
7,000	- 1.0	+ 1.0		3,000	- 2.5	+ 2.0	Hamlin's.
16,000	- 4.0	-----	Above Hopefield.	400	- 4.0	-----	
21,000	- 4.5	+ 0.5		2,600	- 2.5	+ 1.5	
50	- 10.0	-----	Opposite Vice-President Island.	300	- 4.0	-----	
2,500	- 4.0	+ 1.0		2,700	- 2.5	+ 2.0	
100	- 12.0	-----	Opposite Vice-President Island.	300	- 4.0	-----	
2,000	- 4.0	+ 1.0		2,580	- 2.0	+ 2.0	Opposite Commerce Cut-off.
100	- 5.0	-----	Opposite Vice-President Island.	13,000	- 2.5	+ 1.0	Walnut Bend.
2,000	- 4.5	+ 1.0		200	- 3.0	-----	
300	- 5.0	-----	Opposite Vice-President Island.	4,700	- 2.5	+ 1.0	Walnut Bend.
9,000	- 3.5	+ 1.0		150	- 3.0	-----	
1,000	- 3.0	-----	Opposite lower end of President Island.	9,000	- 2.5	+ 1.0	Walnut Bend.
1,500	- 3.0	+ 0.5		200	- 3.0	-----	
5,500	- 4.0	-----	Opposite lower end of President Island.	4,500	- 2.5	+ 1.0	Askew's.
2,500	- 4.0	+ 0.5		10,000	- 3.5	+ 1.0	
70	- 12.0	-----	Merriweather's.	15,000	- 4.5	-----	Above Saint Francis Island.
3,500	- 2.5	+ 0.5					

## MOUTH OF SAINT FRANCIS RIVER.

2,000	- 3.0	+ 1.0	Helena.	2,300	- 4.0	+ 1.0	McGuire's.
53,500	- 3.0	+ 1.0		7,000	- 6.0	-----	Below Island 63.
1,800	- 8.0	-----	Fort Penny.	35,000	- 5.0	+ 1.5	Dixie.
31,300	- 5.0	+ 1.5		17,500	- 5.0	-----	Opposite Island 65.
150	- 35.0	-----	Old Town Bayou.	5,000	- 5.0	+ 1.0	
20,450	- 2.0	+ 1.5		10,500	- 4.0	-----	Mrs. Offit's.
70	- 7.0	-----	6 miles below Old Town Bayou.	21,500	- 4.0	+ 1.5	
400	- 4.0	+ 1.5		26,500	- 5.0	-----	Opposite Islands 67 and 68 to Wood Cottage.
200	- 8.0	-----	6 miles below Old Town Bayou.	81,500	- 3.0	+ 1.5	End of Laconia Circle.
11,300	- 5.0	+ 1.0					
1,700	- 5.0	-----	Foot of Island 63.				

*Tables of relative heights of high waters, levees, and ground, &c.—Continued.*

## MOUTH OF WHITE RIVER.

Distance in feet.	Elevation of ground.	Elevation of levee.	Remarks.	Distance in feet.	Elevation of ground.	Elevation of levee.	Remarks.
600	- 5.0	-----	Napoleon crevasse of 1874.	2,000	- 2.0	+ 4.0	
4,500	- 9.0	+ 1.0		4,000	- 1.0	+ 4.0	
4,000	- 5.0	-----		1,000	0.0	+ 3.0	
3,000	- 6.0	-----	Between Napoleon and Cypress Creek.	2,000	- 3.0	+ 2.0	
15,000	- 4.0	-----		3,000	- 5.0	+ 2.0	
12,000	- 2.0	-----		1,500	- 4.0	+ 2.0	
8,000	- 2.0	-----		2,000	- 8.0	-----	Above Island 82.
2,700	- 5.0	+ 1.0		1,500	- 6.0	-----	
400	- 12.0	-----	Great Cypress Bayou.	2,000	- 9.0	-----	
1,500	- 6.0	0.0		5,000	- 8.0	-----	Above Island 82.
1,000	- 5.0	-----	Great Cypress Bayou.	3,000	- 5.0	-----	
3,700	- 11.0	0.0		3,000	+ 0.5	-----	Above Island 82.
1,500	- 7.5	- 4.0		7,000	- 2.0	-----	Above Island 82.
400	- 12.0	-----	Great Cypress Bayou.	7,000	- 1.0	-----	
2,500	- 6.5	+ 0.5		3,000	- 3.0	+ 1.0	
1,000	- 6.0	-----	Between Chicot City and Cypress Creek.	1,500	- 4.0	+ 2.0	
1,500	- 12.0	+ 1.0		1,500	- 2.0	+ 2.0	
400	- 8.0	- 1.0		2,000	- 3.0	+ 2.0	
800	- 6.0	- 1.5		3,000	- 4.0	+ 2.0	
800	- 6.0	-----	Between Chicot City and Cypress Creek.	10,000	- 3.0	-----	
1,600	- 7.0	- 1.0		7,000	- 3.5	-----	Below Island 82.
2,500	- 8.0	0.0		3,000	- 1.5	+ 6.0	
1,500	- 8.5	- 0.5		600	- 8.0	-----	1 mile above Luna.
1,000	- 11.9	- 0.9		2,000	- 1.0	+ 8.0	
2,000	- 7.4	- 0.4		2,000	- 0.5	+ 7.5	
500	- 6.0	-----	Between Chicot City and Cypress Creek.	5,000	- 3.0	+ 4.5	
2,000	- 8.0	0.0		4,000	- 4.0	+ 4.0	
1,000	- 9.5	0.0		3,000	- 3.5	+ 3.5	
1,500	- 9.0	0.0		4,000	- 3.5	-----	Gap between bends throwing out Pt. Chicot.
3,000	- 7.4	+ 0.6		600	- 8.0	+ 4.0	
500	- 6.0	-----	Between Chicot City and Cypress Creek.	1,500	- 4.0	+ 4.0	
12,000	- 8.7	+ 0.3		3,000	- 5.5	+ 4.5	
800	- 5.0	+ 1.0		1,500	- 7.0	+ 5.0	
2,000	- 9.0	+ 0.5		1,400	- 3.0	+ 3.0	
1,000	- 6.5	+ 0.5		2,000	- 2.0	+ 4.0	
2,000	- 8.5	+ 0.5		1,700	- 7.0	+ 5.0	
1,000	- 5.5	+ 0.5		2,800	- 1.0	+ 3.0	
1,000	- 10.0	0.0		7,000	- 1.0	+ 5.0	
1,500	- 3.3	+ 2.7		3,000	- 12.0	-----	Opposite Island 84, Whiskey Chute Bayou.
1,000	- 4.5	+ 1.0		2,000	- 2.0	+ 4.0	Opposite Island 84.
500	- 5.0	-----	At Chicot City.	7,000	- 2.0	-----	
500	- 7.0	+ 1.0		5,000	- 2.0	+ 3.5	
1,000	- 8.0	+ 1.0		200	- 16.0	+ 4.0	
300	- 4.0	-----	At Chicot City.	1,800	0.0	+ 4.5	
1,000	- 7.0	- 1.0		2,000	0.0	+ 4.5	
2,000	- 4.6	+ 0.4		2,000	- 2.0	+ 4.5	
2,000	- 4.1	+ 0.4		2,000	- 1.5	+ 5.0	
4,000	- 3.0	+ 1.0		2,000	- 4.5	+ 5.5	
2,000	- 4.0	+ 1.0		2,200	- 4.0	+ 5.0	
4,000	- 3.5	+ 1.0		1,800	- 2.5	+ 5.0	
120	- 9.0	-----	Opposite lower end of Island 79.	1,500	- 1.5	-----	
1,500	- 6.0	+ 1.0		1,600	- 4.5	+ 7.5	
2,500	- 4.0	+ 1.0		2,500	- 7.0	-----	American Bend.
1,000	- 5.0	+ 1.0		3,100	- 3.8	+ 3.2	
2,500	- 6.5	+ 0.5		3,000	- 2.0	+ 4.0	
2,500	- 7.0	+ 1.0		2,800	- 1.5	+ 5.5	
1,000	- 6.0	+ 3.0		2,700	- 8.0	+ 6.0	
3,000	- 5.0	+ 2.0		2,500	0.0	+ 6.0	
4,000	- 8.0	0.0		200	- 6.0	+ 6.0	
2,000	- 7.0	+ 2.0		1,000	- 2.5	+ 5.5	
3,000	- 4.5	+ 1.5		3,000	- 2.0	+ 5.0	
2,000	- 4.0	+ 1.5		2,200	0.0	+ 5.0	
1,000	- 4.0	+ 1.0		600	- 2.0	+ 4.0	
500	- 3.0	+ 0.5		3,600	- 2.0	+ 4.0	
1,500	- 3.0	+ 1.0		3,000	- 1.5	+ 4.0	
3,000	- 4.3	+ 0.7		2,400	- 0.5	+ 4.5	
1,000	- 4.5	+ 0.5		600	- 4.0	+ 3.0	
180	- 6.0	-----	Below Eunice.	3,000	- 1.0	+ 3.5	
2,000	- 6.5	+ 0.5		2,000	- 2.0	+ 3.0	
200	- 4.0	-----	Below Eunice.	4,500	- 4.5	+ 2.5	
2,000	- 3.0	+ 1.0		2,500	- 4.0	+ 3.0	
220	- 9.0	+ 3.0		2,800	- 7.0	+ 5.0	
3,500	- 2.0	+ 3.0		1,800	- 13.0	+ 4.0	
2,000	- 4.0	+ 3.0		3,000	- 7.0	+ 5.0	
				1,000	- 9.0	-----	



*of relative heights of high waters, levees, and ground, &c.—Continued.*

Elevation of levee.	Remarks.	Distance, in feet.	Elevation of ground.	Elevation of levee.	Remarks.
+ 4.5		1,200	- 5.5	+ 1.5	
+ 3.0		900	- 3.0	+ 3.0	
+ 3.5		730	- 6.0	.....	Crevasse made by United States gunboats.
+ 3.0		1,000	- 7.0	+ 3.0	Do.
+ 1.5		500	- 6.5	.....	
+ 2.0		3,500	- 5.3	+ 3.7	
+ 1.5		5,000	- 4.0	.....	
+ 1.0		4,000	- 4.0	+ 2.0	
+ 1.0		2,500	- 4.0	.....	Across Rollin's Bend.
.....	Opposite Rosemary Land- ing.	1,000	- 5.5	+ 1.5	
.....	Just below.	3,000	- 4.0	+ 2.0	
.....		3,000	- 5.0	+ 2.0	
.....	Island 87.	6,000	- 6.0	+ 2.0	
.....		14,000	- 2.0	.....	
.....	Island 87.	6,000	- 5.0	.....	Around Lake Jefferson.
.....	Do.	5,000	- 4.0	.....	
.....	Do.	3,000	- 2.0	+ 5.0	
+ 3.0		1,000	- 6.0	0.0	
+ 2.5		2,000	- 6.0	+ 2.0	
+ 4.5		2,000	- 5.0	0.0	
+ 3.0		3,000	- 4.0	+ 1.0	
+ 3.0		2,000	- 5.0	+ 2.0	
+ 3.0		2,000	- 10.0	+ 3.0	
.....	East of Willow Lake. from Sterling north.	2,000	- 5.0	+ 2.0	
.....		2,000	- 7.0	+ 2.0	
+ 5.0		35,000	- 5.0	+ 2.0	
+ 2.8		2,000	- 4.0	+ 2.0	
+ 2.1		2,000	- 5.0	+ 2.0	
+ 2.5		2,500	- 4.0	+ 2.0	
+ 4.0		1,100	- 4.0	.....	Near road to Napoleon crevasse of 1867.
0.0		1,500	- 5.0	+ 1.0	
		1,000	- 6.5	+ 0.5	

Mississippi line.

## ARKANSAS RIVER, BEGINNING THREE MILES ABOVE AUBURN.

+ 2.0	South Bend.	1,700	- 5.0	+ 1.0	
+ 1.0		700	- 6.0	0.0	
+ 1.0		4,000	- 6.0	+ 1.0	
.....		5,000	- 3.0	+ 1.0	
+ 1.0		4,000	- 5.0	+ 1.0	
+ 0.6	Bayou and crevasses at Red Fork.	5,000	- 3.0	+ 1.5	
.....		3,000	- 3.0	+ 1.0	
0.0		3,000	- 5.0	+ 1.0	
.....		3,000	- 6.5	+ 1.5	

## APPENDIX G.

MEMORANDUMS OF THE COMMISSION APPOINTED UNDER  
ACT OF CONGRESS APPROVED IN JUNE, 1874.

## FIRST DAY.

NEWPORT, R. I., *July 20, 1874.*

Meeting named met together at 10 a. m., viz: Maj. G. K. Warren,  
Lieut. Col. Abbot, and Capt. W. H. H. Benyaurd.  
The following dispatch was received from Messrs. Hébert and Sickels,  
Commissioners:

Please reach Newport before Tuesday. Wait for us.

K. 127—10

The following is a copy of the order under which the commission assembled :

General Orders No. 73.]      WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
Washington, July 2, 1874.

By direction of the President, Maj. G. K. Warren, Maj. H. L. Abbot, and Capt. W. H. H. Benyard, Corps of Engineers, United States Army, are hereby assigned, and Jackson E. Sickels and Paul O. Hébert appointed, to serve as a board of commissioners under the act approved June, 1874, "to provide for the appointment of a commission of engineers to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation."

Major Warren is designated as president of the board.

Captain Benyard is designated as disbursing-officer for the appropriation provided by section 3 of the act.

The board will assemble at Newport, R. I., on the 20th instant, or as soon thereafter as practicable, for the purpose of organizing and entering upon the performance of their duties.

The following is the act of Congress above referred to :

An act to provide for the appointment of a commission of engineers to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President be, and is hereby, authorized and directed to assign three officers of the Corps of Engineers, United States Army, and to appoint two civil engineers, eminent in their profession, and who are acquainted with the alluvial basin of the Mississippi River, to serve as a board of commissioners, the president of said board to be designated by the President of the United States. It shall be the duty of said commission to make a full report to the President of the best system for the permanent reclamation and redemption of said alluvial basin from inundation, which report the President shall transmit to Congress at its next session, with such recommendations as he shall think proper.

SEC. 2. That the members of the commission who may be appointed from civil life shall receive compensation at the rate of five thousand dollars per annum. The commission may employ a secretary, at a rate of compensation not exceeding two hundred dollars per month for the time he is employed ; and the necessary traveling-expenses of the members of said commission not officers of the Army, and of the secretary, shall be paid, upon the approval of bills for the same, by the Secretary of War.

SEC. 3. That the sum of twenty-five thousand dollars, or so much thereof as may be necessary to carry into effect the foregoing provisions, is hereby appropriated, and shall be subject to disbursement by the Secretary of War, in accordance with the provisions of this act.

Approved June, 1874.

By order of the Secretary of War :

THOMAS M. VINCENT,  
Assistant Adjutant-General.

The members present occupied their time till 1 p. m. in general consideration of the preliminaries to the subject, and adjourned to meet at 9 a. m. on the 21st instant.

G. K. WARREN,  
President of Commission.

## SECOND DAY.

TUESDAY, July 21.

The commission met at 12 m.; all the members present. Various letters received by different members in regard to positions on the commission as commissioner, secretary, or engineer, &c., were presented and read, and an informal discussion of the cases were made. The following were the persons whose names were presented :

Applicants.	State.	For what.
rsall.....	Alabama ..	Commissioner.
.....	Do.	Do.
s.....	Tennessee ..	Do.
.....	Mississippi ..	Secretary.
eroy .....	Louisiana ..	Do.
.....	do .....	Do.
owski .....	do .....	Do.
y .....	do .....	Do.
.....	Mississippi ..	Assistant.
.....	Tennessee ..	Do.
p .....	Illinois .....	Do.

t deciding anything in these respects, the members of the  
n proceeded to exchange views generally on the subject com-  
them, and continued in session till 4 p. m., when they ad-  
meet the next day at 10 a. m.

G. K. WARREN,  
*President of Commission.*

THIRD DAY.

WEDNESDAY, July 22.

mbers of the commission met at 10 a. m.  
l discussion of the subject, considered on the preceding day  
eting definitely, was continued, but approached the subject  
the work of the commission sufficiently near to outline the  
future proceedings.  
ed at 3½ p. m., to meet next day at 10 a. m.

G. K. WARREN,  
*Major of Engineers, President of Commission.*

FOURTH DAY.

THURSDAY, July 23.

mmission met at 10 a. m. An approximate estimate was made  
enses of the commission and the probable cost of securing  
data, reserving a large sum for contingencies, as follows :

*Disposition of fund.*

sion's report and business to conclude in January. Time  
ust, September, October, November, December, and January—  
nths.

on.....	\$25,000 00
commissioners seven months .....	5,833 33
etary .....	1,400 00
secretary .....	766 67
f two commissioners.....	2,000 00
Mississippi three months, at \$500.....	1,500 00
Louisiana three months, at \$500 .....	2,500 00
Arkansas three months, at \$500 .....	2,000 00
ion discussion.....	500 00
.....	1,000 00
seven months, at \$25 .....	175 00
nger seven months, at \$60 .....	420 00
seven months, at \$200.....	1,400 00
and office-furniture .....	505 00
ies.....	5,000 00
	<hr/>
	25,000 00

On motion it was

*Resolved*, Not to proceed at present to the appointment of a secretary.

On motion it was

*Resolved*, That A. D. Banks, of Mississippi, be appointed clerk to the commission, at a salary of \$200 a month. This was done, and he immediately entered upon his duties.

General Abbot offered the following resolutions; which were read separately and adopted:

*Resolved*, That, although this commission fully recognizes the advantages sometimes to be derived from a judicious use of artificial reservoirs, in moderating the destructive floods of rivers, it considers this method of protection against overflow to be entirely inapplicable to the low lands of the Mississippi.

*Resolved*, That no reduction in the height of the floods of the Mississippi can be obtained by diverting any of its tributaries from their present channels.

*Resolved*, That the commission considers that the local benefit above their sites, which results from cut-offs, is more than counterbalanced by the injury sure to result below, in an increased flood-level and caving of the banks; and that, therefore, as a measure of protection against floods, they are pernicious and unjustifiable, and should never be allowed upon the Mississippi.

Whereas long-continued and accurate observations have established the fact that the Mississippi water, far from being charged to its maximum capacity with sedimentary matter, often carries a smaller percentage at high water than in its medium and low stages; and whereas all authentic records of actual soundings made above and below the sites of large crevasses justify the belief that no deposits have ever occurred in the channels below them in consequence of said crevasses:

*Resolved*, That outlets of limited capacity, merely sufficient to reduce the flood-level a few feet, would be advantageous, provided a free channel to the Gulf could be found for water so abstracted from the river.

Whereas actual measurements have shown that in the flood of 1851 water abstracted from the Mississippi River by crevasses, and subsequently returned through the Tensas bottom-lands and Black and Red Rivers, actually raised the high-water mark for the year at Red River Landing about 2 feet, without any corresponding increase in discharge over that previously noted:

*Resolved*, That the expedient of withdrawing water from one part of the river, to be subsequently returned below, is sufficiently dangerous to be adopted unwittingly and only as a choice of evils.

*Resolved*, That heretofore all cultivation of the Mississippi bottom-lands owes its success to the construction of levees, and that this commission has confidence that the system, properly applied, is adequate to the protection of the country against floods. Whether it should be exclusively trusted, or be combined with outlets, is a matter to be decided by economical considerations.

*Resolved*, That the president of the commission request the Chief of Engineers and the Chief Signal-Officer to forward to General Abbot, Willet's Point, New York Harbor, all data in their offices available for the discussion of the Mississippi flood of 1874, viz: copies of all gauge-records kept between December, 1873, and June, 1874, both inclusive; all precipitation-charts and rain-records kept in the Mississippi Valley during the same period; any notes collected by employes of the Government, or otherwise, respecting the condition of the different principal

during and immediately preceding the flood ; any similar existing dates and heights of high-water marks on the Mississippi not occupied by regular observers ; and, lastly, any information respecting the dates of occurrence and size of the flood, especially in the upper part of the alluvial region.

That a similar application be made to the chief engineer of the levee and to the boards of levee commissioners of the counties of Mississippi, situated along the front of the Yazoo bottom—to the governor of Arkansas, and to the governor of Mis-

That Commissioner Abbot is hereby requested to study the records respecting the flood of 1874, obtained from the officers of the levee, and to report to the commission the character of this flood compared with those which have heretofore occurred on the Mississippi, and to the respective difficulties of restraining the same, and a sum of fifteen hundred dollars (\$1,500) be set apart for the expenses incurred in this investigation and discussion.

That, it was—

That Commissioner Paul O. Hébert, of this commission, is authorized and requested to obtain and furnish this commission all necessary information in regard to the flood of 1874, within the State of Louisiana, the height of water at different points, the number and locality of crevasses, the probable quantity of water voided, the number of cubic yards necessary to close these crevasses, the probable cost thereof, the quantity of cultivated land wholly or partially overflowed, and any statistics in regard to production obtainable from the census or otherwise ; also any other information pertinent to the subject.

That Commissioner Hébert may, at his discretion, visit the State of Louisiana to accomplish the objects of this resolution :

That the sum of twenty-five hundred dollars (\$2,500) be set apart for the expenses incurred in obtaining this information.

That, it was—

That Commissioner Jackson E. Sickels, of this commission, is authorized and requested to obtain and furnish this commission all necessary information in regard to the flood of 1874, within the States of Arkansas and Missouri, the height of water at different points, the number and locality of crevasses, the probable quantity of water voided, the number of cubic yards necessary to close these crevasses, and the probable cost thereof, the quantity of cultivated land wholly or partially overflowed, and any statistics in regard to production obtainable from the census or otherwise ; also any other information pertinent to the subject.

That Commissioner Sickels may, at his discretion, visit the States of Arkansas and Missouri to accomplish the objects of this resolution :

That the sum of two thousand dollars (\$2,000) be set apart for the expenses incurred in obtaining this information.

That Commissioner Beuyaurd, of this commission, is hereby authorized and requested to obtain and furnish this commission all necessary information in regard to the flood of 1874 within the limits of the State of Mississippi, the height of water at different points ; the number and locality of crevasses ; the probable quantity of water voided ; the number of cubic yards necessary to close these crevasses, and the probable cost thereof ; the quantity of cultivated land wholly or partially overflowed, and any statistics in regard to the production obtainable from the census or otherwise ; also any other information pertinent to this subject.

And that Commissioner Benyaud may, at his discretion, visit the State of Mississippi to accomplish the objects of this resolution:

*Resolved*, That fifteen hundred dollars (\$1,500) be set apart for the expenses incurred in obtaining this information.

*Resolved*, That the president of the commission be authorized and requested to write to the governors of Missouri, Arkansas, Mississippi, and Louisiana to supply all information available respecting the levees within the limits of their States, and to communicate the same to the commissioners assigned to duty in these States.

On motion, it was—

*Resolved*, That when this commission adjourns it shall meet again in New York on Tuesday, the 23th instant, at the Army Building.

The commission proceeded to elect a secretary. Ex-Governor Hébert withdrew the name of Maj. A. J. Banks, and C. M. Fauntleroy was unanimously elected secretary.

At 4 p. m. the commission adjourned.

G. K. WARREN,  
*Major Engineers, &c., President of Commission.*

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#### PROCEEDINGS OF THE COMMISSION APPOINTED UNDER THE ACT OF CONGRESS APPROVED IN JUNE, 1874.

TUESDAY, JULY 28.

NEW YORK, *July 28.*

Commission met at Army Building, New York, at 12 m.

On motion, it was—

*Resolved*, That the reading of the minutes of former proceedings be dispensed with.

*Resolved*, That Newport, R. I., be the permanent headquarters of the commission.

On motion of Ex-Governor Hébert, it was—

*Resolved*, That A. D. Banks, esq., be directed to collect and compile in the form of a report, for the uses of this commission, all accurate statistics obtainable of the productions of the alluvial region proposed to be reclaimed from overflow, both before and since 1861, and that at his discretion he may visit if necessary the State capitals of Missouri, Arkansas, Mississippi, and Louisiana to get such information as may be necessary to carry out the instructions of this resolution, his traveling expenses not to exceed \$150.

*Resolved*, That it is the intention of the commission in their preliminary conclusions that its members shall obtain, or strive to obtain, all the information within their respective districts, of specialties necessary for a full consideration of the questions submitted to the commission, on or before December 5, 1874.

*Resolved*, That when the commission adjourns to-day it is to meet at Washington, D. C., on December 5, 1874; provided, however, that a previous meeting may be called by the president at any time or place judged by him to be expedient.

On motion, at 1.15 p. m. the commission adjourned.

G. K. WARREN,  
*Major Engineers.*



## FIRST DAY, SECOND SESSION.

MONDAY, *December 7, 1874.*

Proceedings of the commission, Washington, D. C., December 7, 1874.

Commission met at 10 a. m., at the office of the Chief of Engineers, U. S. A. Present, G. K. Warren, Maj. Engineers, U. S. A., Henry L. Abbot, Maj. of Engineers, U. S. A., Capt. W. H. H. Benyaurd, U. S. Engineers, and Charles M. Fauntleroy, secretary.

A letter was received from P. O. Hébert, stating that, owing to personal illness and other matters, he would be unable to attend the meeting of the board on the 7th. All letters received since the last meeting of the commission were read and placed on the file of the commission.

The report and drawings of Mr. C. G. Forshey, relating to borings at Lake Borgue outlet, were laid before the commission by the president, Major Warren.

Major Abbot laid before the commission a report, embodying the information called for by the resolution of the commission, relating to a comparison of recent floods with that of 1858.

Captain Benyaurd submitted his report and maps upon the condition of the levees, &c., in the State of Mississippi, from the northern line of said State to Vicksburgh.

The secretary also submitted his report upon the extent of the lakes and other low areas in the bottom-lands of Red River Valley that might be made available as reservoirs to restrain the floods, and also as to the subject of protection of the overflowed lands of this valley.

The board adjourned at 3 o'clock p. m., to meet at 9 a. m. to-morrow.

G. K. WARREN,

*Major Engineers, &c., President of Commission.*

## SECOND DAY.

TUESDAY, *December 8, 1874.*

The commission met at 9 a. m. All the members of yesterday present.

It having been ascertained that Mr. Commissioner Sickles was in the city, upon the assembling of the commission, a communication was sent to him through his friend, Senator Clayton, who informed the messenger that Mr. Sickles would return to the city in a day or two, and that he would deliver the communication informing Mr. Sickles of the place and meeting of the board.

The board occupied the day in reading and discussing the matters before it, including the reading of the secretary's report.

At 4.15 p. m. the board adjourned to meet at 10 a. m. to-morrow.

G. K. WARREN,

*Major Engineers, President of Commission.*

## THIRD DAY.

WEDNESDAY, *December 9, 1874*

The commission met at 10 a. m. All the members of yesterday present.

The minutes of yesterday were read and approved. A telegram was received from P. O. Hébert, dated New Orleans, 7th December, stating that he would be on to-morrow.

It being ascertained that Mr. Sickles was in Washington yesterday,

after adjournment that day, he was informed by a member of the commission that the board was in session. He stated that he intended to go to New York, on business, by the train that night, and would be back the following day.

During the meeting the report of Captain Benyaure of the condition of the levees in Mississippi was read, and various matters connected with it and the general subject before the commission were debated.

A recess was taken between 1 and 2 p. m.

A letter was written to Mr. A. D. Banks, addressed Washington, D. C., requesting him to forward his report. The commission adjourned at 3.30 p. m. to meet to-morrow at 9 a. m.

G. K. WARREN,  
*Major Engineers, &c., President of Commission.*

#### FOURTH DAY.

THURSDAY, December 10, 1874.

The commission met at 9 a. m. All the members of yesterday present.

The minutes of yesterday were read and approved.

Major Abbot read a portion of his report, making a comparison of the flood of 1874 with that of 1858.

During the meeting Mr. Sickles reported his presence about 12 m.

The report of C. G. Forshey upon borings, surveys, and estimates for the proposed outlets into Lake Borgne was read.

At 3.15 p. m. the board adjourned to meet at 10 a. m. to-morrow.

G. K. WARREN,  
*Major Engineers, &c., President of Commission.*

#### FIFTH DAY.

FRIDAY, December 11, 1874.

The commission met at 10 a. m. All the members of yesterday present.

The minutes of yesterday were read and approved. A telegram was received from P. O. Hébert, at Greensborough, N. C., dated 10th December, stating his detention there by accident to the engine, and that he would be on by the train to-morrow.

The commission directed the notes of borings at Lake Borgne outlet, made by C. G. Forshey, to be plotted.

At 1 p. m. the board adjourned, to allow individual members to investigate special matters appertaining to the business before the commission, to meet at 10 a. m. to-morrow.

G. K. WARREN,  
*Major Engineers, &c., President of Commission.*

#### SIXTH DAY.

SATURDAY, December 12, 1874.

The commission met at 10 a. m. All the members of yesterday present.

At 10.20, all the members of the commission present, P. O. Hébert having reported his presence. A letter was received from C. G. Forshey, of date New Orleans, December 8, and placed upon the files of the commission.

P. O. Hébert presented to the board several maps of crevasses on the



Lower Mississippi, with verbal explanations of the same to the board ; also, several tabular documents in regard to levees and crevasses, past and present.

Mr. Doughty appeared before the commission and exhibited his model for making a continuous water-tight fence or wall of wood for the interior of levees, with explanation as to its use.

At 1.20 the board adjourned to meet on Monday next at 10 a. m.

G. K. WARREN,

*Major Engineers, President of Commission.*

SEVENTH DAY.

MONDAY, December 14, 1874.

The commission met at 10 a. m. All the members of Saturday present, except P. O. Hébert, who reported his presence at 10.40 a. m.

A letter was received from C. G. Forshey, together with six boxes of samples of borings taken from between the Mississippi River and Lake Borgne, twelve miles below New Orleans; the letter was placed upon the files of the commission.

P. O. Hébert presented and read his report on the alluvial basin of the Mississippi River; with this report he presented maps.

At 11 the board took a recess of thirty minutes, and paid a visit of ceremony to the Secretary of War, accompanied by the Chief of Engineers, General Humphreys.

At 12, the board resumed the business of the session. Commissioner Hébert moved the following resolution :

*Resolved*, That this board do now proceed to adopt a system for the permanent reclamation and protection of the alluvial basin of the Mississippi River, and resume the consideration of the subject as it was left at Newport, July 21.

This resolution was seconded by Mr. Sickles.

Pending the consideration of the motion, Major Abbot asked that the resolution introduced by him, and which was adopted at the Newport session of the commission, be read; which was accordingly done.

The question was then called for, and, after debate, was adopted.

Major Abbot offered the following resolution, which was seconded :

That in the opinion of this commission, the examination of Red River, made by the Secretary, has failed to discover any fit location for reservoirs, suited to restrain the floods of that river from injuring the alluvial regions of Louisiana, below its mouth, and in the opinion of this commission no such localities exist.

Pending the consideration of the foregoing, a member requested time to examine the report before voting upon the resolution.

At 2 p. m. the board adjourned to meet at 11 a. m. to-morrow.

G. K. WARREN,

*Major Engineers, &c., President of Commission.*

EIGHTH DAY.

TUESDAY, December 15, 1874.

The commission met at 11 a. m. All the members present.

The minutes of yesterday were read and approved.

At 11.20 the board took a recess until 1 p. m., and paid a visit of ceremony to the President, accompanied by the Secretary of War.

At 1 p. m. the board resumed the business of the session.

P. O. Hébert moved that the resolution of Major Abbot in regard

to the location of reservoirs to restrain the floods of Red River adopted.

The resolution, being seconded, was adopted by the board.

Major Abbot moved, and the motion was seconded, that they do now proceed to the consideration of the question of outlets.

Pending the consideration of the resolution, at 3 p. m. the board adjourned, to meet at 10 a. m. to-morrow.

G. K. WARREN,  
*Major Engineers, President of Commission*

#### NINTH DAY.

WEDNESDAY, December 16

The commission met at 10 a. m. All the members present.

The minutes of yesterday were read and approved.

The board proceeded to the consideration of the question of outlets.

The following resolution was moved by P. O. Hebert, and was seconded:

*Resolved*, That in the opinion of this commission, all natural outlets below the mouth of the Red River, including the Atchafalaya, should be left open, and while guarding against any enlarging of the outlet from the Mississippi, every means should be employed to facilitate the escape of extravasated water in such manner as will be most advantageous to the lands along the outlet, and that one of these outlets, Bayou Plaquemine, having been closed, the commission are of the opinion that it should be re-opened, provided thorough examinations, including borings, shall show that the same can be done without danger of disastrous enlargement; and provided also, that before it be re-opened, due provision be made for the protection of its banks by an artificial system of levees.

The foregoing resolution, having been considered, was adopted by the board. The board took a recess of half an hour. At 12.30 p. m. resumed the business of the session.

Capt. W. H. Powell, Fourth United States Infantry, placed before the commission, on behalf of the patentee, Mr. A. G. Brawner, a plan for improved levees. The plan was placed on the files of the commission.

P. O. Hebert read extracts of his reports as chief engineer of the State of Louisiana to the legislature, in the years 1846 and 1847, on the subject of outlets and cut-offs upon the Mississippi.

Major Abbot read extracts from Humphreys and Abbot's work on the Physics of the Mississippi River, discussing the question of outlets at Lake Providence.

Major Abbot moved the following, which was seconded:

*Resolved*, That the only sites for artificial outlets which are under consideration are those of Bonnet Carre and Lake Borgne, and that, as there are so many objections to them that the subject should be postponed until the commission has further considered the difficulties of the proposed system.

At 3 p. m. the board adjourned to meet at 10 a. m. to-morrow.

G. K. WARREN,  
*Major Engineers and President of Commission*

#### TENTH DAY.

THURSDAY, December 17

The commission met at 10 a. m. All the members present, except Sickles, who was excused from the day's session to prepare his report.

The proceedings of yesterday were read and approved.

On motion of P. O. Hebert it was—

*Resolved*, That the president of the commission be requested to obtain the report of the borings at a proposed site of the Fort Saint Philip Canal.

The motion was seconded and adopted.

Captain Benyaurd moved, and the motion was seconded and adopted, that the board adjourn now, 12 m., to await the report of Mr. Sickles; to meet again to-morrow at 11 a. m.

G. K. WARREN,  
*Major Engineers, President of Commission.*

#### ELEVENTH DAY.

FRIDAY, December 18, 1874.

The commission met at 11 a. m. All the members of the commission present.

The minutes of yesterday were read and approved.

In reply to the motion of P. O. Hebert, in yesterday's proceedings, the president stated that upon inquiry he had ascertained that the report of the borings at a proposed site of the Fort Saint Philip canal was at present in the hands of the commission at New Orleans, and would be shortly attainable by the return of that body to Washington.

Mr. Sickles presented and read his report, so far as giving the results of his examinations and surveys, from Commerce, Mo., to the Arkansas River.

Mr. A. D. Banks presented and read his report and statistics of the productions of the alluvial region proposed to be reclaimed by overflow.

Judge E. Jeffords and Mr. W. A. Haycraft, members of the board of levee commissioners, of the second district of Mississippi, appeared before the commission, on behalf of their board, with a tender of service.

At 2 p. m. the board adjourned to meet to-morrow at 11 a. m.

G. K. WARREN,  
*Major Engineers, President of Commission.*

#### TWELFTH DAY.

SATURDAY, December 19, 1874.

The commission met at 11 a. m. All the members present except Mr. Sickles. A message was received from him stating that he would be present at 1 p. m.

The minutes of yesterday were read and approved.

At 1 p. m. Mr. Sickles presented his report, showing the condition of the levees in Missouri and Arkansas as they are, accompanied with tabular statements; also, an estimate showing the number of cubic yards necessary to close the crevasses, and make a continuous levee.

At 3 p. m. the board adjourned to meet on Monday next at 11 a. m.

G. K. WARREN,  
*Major Engineers, &c., President of Commission.*

#### THIRTEENTH DAY.

MONDAY, December 21, 1874.

The commission met at 11 a. m. All the members present.

The minutes of Saturday were read and approved.

Mr. Sickels submitted additional data in connection with his Major Abbot moved the following:

*Resolved*, That the president of the commission be authorized vide for the engraving of the plate of gauge-curves, illustrating cent floods of the Mississippi.

The motion being seconded, was adopted.

At 2.30 p. m., on motion, it was resolved that in order to all several members time and opportunity to prepare themselves discussion of particular points, that the board do now adjourn motion being seconded,

The board adjourned until Wednesday next, at 11 a. m.

G. K. WARREN

*Major Engineers, President of Commi*

#### FOURTEENTH DAY.

WEDNESDAY, December 23,

The commission met at 11 a. m. All the members present.

The minutes of Monday were read and approved.

P. O. Hébert presented a tabular statement of levees caved in Mississippi River, from caving banks above, in Louisiana, from October 1866, to October, 1874, compiled from office-notes of board of Surveyors and Engineers of Louisiana.

The president of the commission offered the following:

*Resolved*, That inasmuch as all the special reports and investigations heretofore instituted by this commission are now received, and inasmuch as most of the general features of the subject have been discussed between the members of the commission in meeting when all were present—

*Resolved*, That we adjourn to allow the members to mature their conclusions on the subject, to meet again on Monday, January 4, at 11 a. m.

*Resolved, also*, That the Army engineer officers of the commission hereby authorized to return in the interim to their stations, to transact necessary official business requiring their attention.

The motion being seconded, at 1.30 p. m. the board adjourned, to meet again on Monday, January 4, 1875, at 11 a. m.

G. K. WARREN

*Major Engineers, President of Commi*

#### FIFTEENTH DAY.

MONDAY, January 4,

The commission met at 11 a. m. All the members present except Captain Benyard and Mr. J. E. Sickels.

The minutes of Wednesday, December 23, 1874, were read and approved.

A communication was received from Mr. Sickels, reporting his absence as occasioned by malarial fever. At 1 p. m. Captain Benyard returned to his presence.

Major Abbot presented a draught of a general report, which was read and considered.

Pending the consideration of the above, at 3 p. m. the board adjourned to meet to-morrow at 12 m.

G. K. WARREN

*Major Engineers, President of Commi*

## SIXTEENTH DAY.

TUESDAY, January 5, 1875.

mission met at 12 m. All the members present except P. O. Jackson E. Sickels.

Minutes of yesterday were read and approved.

and proceeded with the consideration of the draught of a general report submitted by Major Abbot on yesterday.

Mr. Sickels reported his presence, and submitted a map showing the extent of overflowed region from Louisiana line to Auburn, Arkansas.

The board adjourned, to meet to-morrow at 11 a. m.

G. K. WARREN,

*Major Engineers, President of Commission.*

## SEVENTEENTH DAY.

WEDNESDAY, January 6, 1875.

mission met at 11 a. m. All the members present.

Minutes of yesterday were read and approved.

mission proceeded with the consideration of the draught for a general report.

At this consideration, at 3 p. m. the board adjourned, to meet to-morrow at 11 a. m.

G. K. WARREN,

*Major Engineers, President of Commission.*

## EIGHTEENTH DAY.

THURSDAY, January 7, 1875.

mission met at 11 a. m. All the members present except J. and P. O. Hébert.

mission proceeded with the consideration of the draught for a general report.

Commissioner Sickels reported his presence. P. O. Hébert excused on account of sickness.

At the consideration of the draught, at 3 p. m. the board adjourned to-morrow at 11 a. m.

G. K. WARREN,

*Major Engineers, President of Commission.*

## NINETEENTH DAY.

FRIDAY, January 8, 1875.

mission met at 11 a. m. All the members present.

Minutes of yesterday were read and approved.

mission proceeded to consider the form and matter of a general report.

At the consideration of the above, at 3 p. m. the board adjourned to-morrow at 11 a. m.

G. K. WARREN,

*Major Engineers, President of Commission.*

## TWENTIETH DAY.

SATURDAY, *January 1*

The commission met at 11 a. m. All the members present except Commissioner P. O. Hébert.

The minutes of yesterday were read and approved.

The commission proceeded to consider the form and substance of the general report.

At 2 p. m., P. O. Hébert reported his presence.

Pending the consideration of the general report, at 3 p. m. the board adjourned, to meet Monday at 11 a. m.

G. K. WARREN  
*Major Engineers, President of Commission*

## TWENTY-FIRST DAY.

MONDAY, *January 1*

The commission met at 11 a. m. All the members present except Commissioners Hébert and Sickels.

The commission proceeded to the consideration of the estimates, and to accompany the general report.

At 1 p. m. all the members of the commission present.

At 4 p. m., pending the consideration of the estimates, the board adjourned, to meet to-morrow at 11 a. m.

G. K. WARREN  
*Major Engineers and President of Commission*

## TWENTY-SECOND DAY.

TUESDAY, *January 1*

The commission met at 11 a. m. All the members present.

The minutes of yesterday were read and approved.

D. F. Kenner, vice-president of the Louisiana Levee Commission, was introduced to the commission and expressed his views in regard to levees in Louisiana.

The commission proceeded to consider the question of estimates. At 1.30 p. m. the board adjourned—to allow the details of the estimates to be worked out—to meet to-morrow at 11 a. m.

G. K. WARREN  
*Major Engineers, President of Commission*

## TWENTY-THIRD DAY.

WEDNESDAY, *January 1*

The commission met at 11 a. m. All the members present except Commissioners Sickels and Hébert.

The minutes of yesterday were read and approved.

The commission proceeded with the question of estimates, and at 4.15 p. m. the board adjourned to meet to-morrow at 11 a. m.

G. K. WARREN  
*Major Engineers, President of Commission*

## TWENTY-FOURTH DAY.

THURSDAY, *January 1*

The commission met at 11 a. m. All the members present except Commissioner Hébert, absent by reason of indisposition.

The minutes of yesterday were read and approved.

The commission proceeded to complete the estimates and revise the report; pending which, at 5 p. m., the commission adjourned to meet at 11 a. m.

G. K. WARREN,  
*Major Engineers, President of Commission.*

## TWENTY-FIFTH DAY.

FRIDAY, January 15, 1875.

The commission met at 11 a. m. All the members present except Commissioner Hébert.

The minutes of yesterday were read and approved.

The following motion was seconded and adopted:

*Resolved*, That the president of the commission be authorized to transmit the specimens obtained from the borings made under the direction of the commission, at the site of the proposed outlet to Lake Borgne, to Prof. E. W. Hilgard, at Ann Arbor, Mich., for investigation and report; and that an amount, not exceeding \$400, be set apart from the appropriation for the expenses of the commission, to pay for the work.

*Resolved, also*, That Professor Hilgard's report, when completed, be sent to the Chief of Engineers, United States Army, and the final disposition of the specimens be left with that office.

At 12 m., Commissioner Hébert reported his presence.

In order to allow emendations to be made in the general report, at 2.20 p. m. the board adjourned to meet to-morrow at 11 a. m.

G. K. WARREN,  
*Major Engineers, President of Commission.*

## TWENTY-SIXTH DAY.

SATURDAY, January 16, 1875.

The commission met at 11 a. m. All the members present.

The minutes of yesterday were read and approved.

The general report having been read, was unanimously adopted, and at 4.30 p. m. the board adjourned to meet on Monday next at 11 a. m.

G. K. WARREN,  
*Major Engineers, President of Commission.*

## TWENTY-SEVENTH DAY.

MONDAY, January 18, 1875.

The commission met at 11 a. m. All the members present.

The minutes of yesterday were read and approved.

The commission received and read the completed report of Commissioner Sickels.

On motion, it was resolved that the president of this commission be directed to transmit through the proper official channel the report of this commission to the President of the United States.

On motion, it was resolved that the thanks of this commission be tendered to General Gouverneur Kemble Warren for his uniform courtesy, as presiding officer, to the individual members of this commission during its deliberations.

*Resolved*, That the thanks of this commission be tendered to Col.



Charles M. Fauntleroy for the efficient manner in which he performed his duties as secretary of the commission.

On motion, it was resolved that this commission do *sine die*.

G. K. WARREN,  
*Major of Engineers and President of C.*  
CH. M. FAUNTLE  
*Secretary to C.*

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### DIAGRAMS AND CHARTS.

A.—DIAGRAM SHOWING COMPARATIVE HEIGHTS OF RECENT FLOODS  
IN THE MISSISSIPPI RIVER.

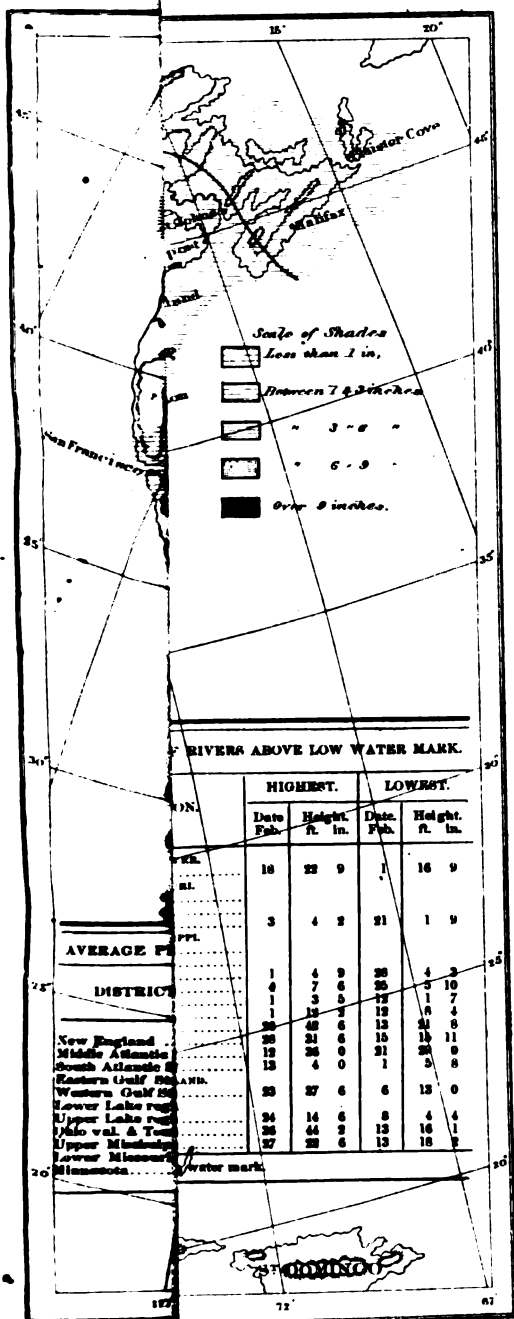
B, C, D, E.—PRECIPITATION CHARTS OF SIGNAL-SERVICE  
STATES ARMY FOR FEBRUARY, MARCH, APRIL, AND MAY.

○



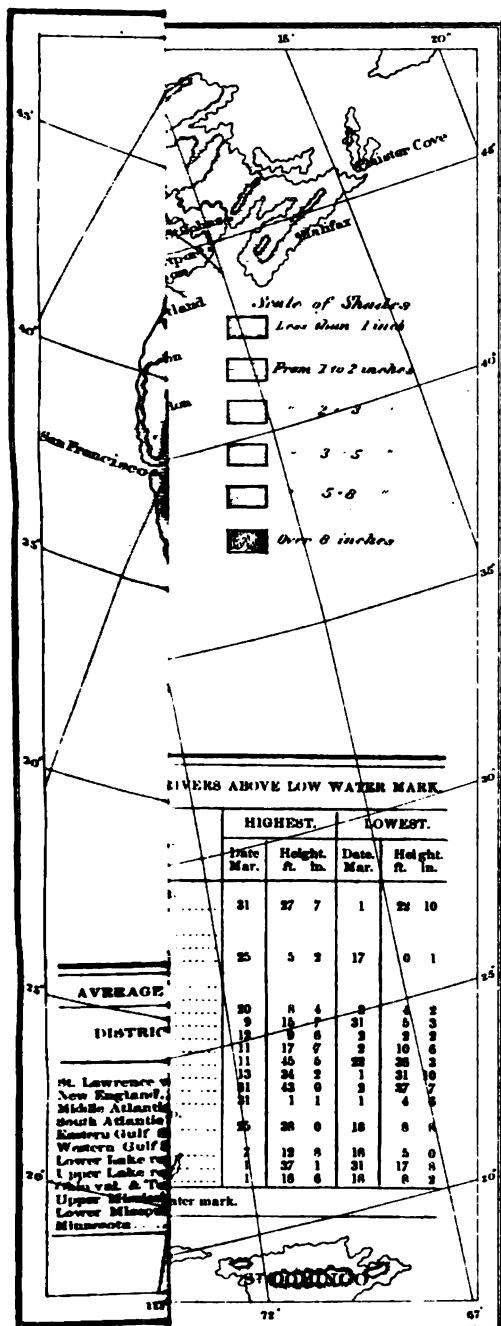






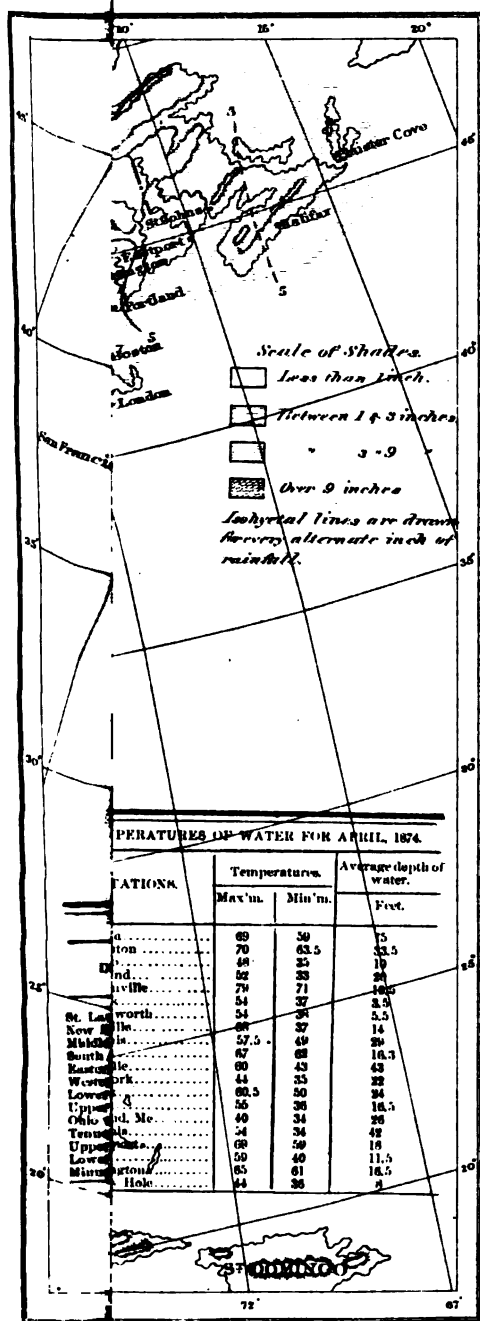
H. PETER, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.





H. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

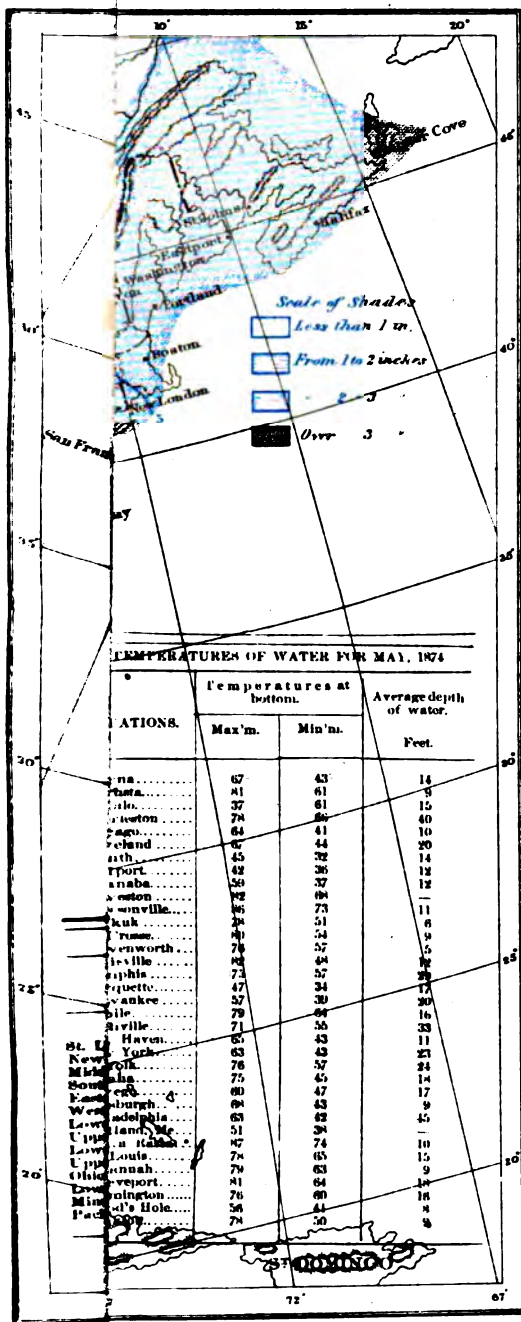




H. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.







H. PETER, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.



COLUMBIA HOSPITAL.

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L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

*An appropriation required for completing the purchase of the grounds surrounding the Columbia Hospital.*

---

JANUARY 25, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 21, 1875.*

SIR: I have the honor to transmit, herewith, a copy of a letter of this date, from the surgeon-in-chief of the Columbia Hospital for Women and Lying-in Asylum, submitting an estimate of appropriations required for completing the purchase of the grounds surrounding said hospital, amounting to twenty-five thousand dollars.

The subject is cordially commended to the favorable consideration of Congress.

I am, sir, very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

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WASHINGTON, D. C.,  
*Columbia Hospital, January 21, 1875.*

SIR: Through inadvertence the estimate for completing the purchase of the ground around Columbia Hospital was omitted from the synopsis of my annual report.

The balance of the purchase-money is now due, amounting to twenty-five thousand dollars.

I have the honor to ask that an estimate for an appropriation of that amount be recommended.

Very respectfully, your obedient servant,

J. H. THOMPSON,  
*Surgeon-in-chief.*

Hon. O. DELANO,  
*Secretary of the Interior.*



OF THE UNITED STATES CENTENNIAL COM-  
MISSION.

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M E S S A G E

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

*the progress made, to this date, by the United States Centennial  
Commission.*

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1875.—Referred to the Select Committee on the Centennial Celebration  
and ordered to be printed.

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*Senate and House of Representatives :*

the honor to transmit herewith, for the information of Con-  
gress, the progress made, to this date, by the United States  
Centennial Commission, appointed in accordance with the requirements  
of the act approved June 1, 1872.

U. S. GRANT.

WHITE MANSION, *January 26, 1875.*

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UNITED STATES CENTENNIAL COMMISSION,  
*Philadelphia, January 20, 1875.*

PRESIDENT :

The United States Centennial Commission had the honor, on the 23d  
of May, 1874, to report, in accordance with the requirements of  
the act approved June 1, 1872, on the progress, to that date,  
of the preliminary work for the International Exhibition of 1876,  
authorized by the acts of Congress, in commemoration of the one hun-  
dredth anniversary of the independence of the United States.  
The Commission and Centennial Board of Finance, being profoundly  
conscious of their responsibility to the Government and people, have  
been zealously engaged in the prosecution of the important trust  
reposed in them. It is fully realized that to prepare for a national and  
international exhibition on the scale directed by the acts of Congress,  
extensive preparations are necessary, involving large expenditures and  
the consideration of a great number of questions of expediency and  
organization. A vast amount of the preliminary work has

already been accomplished in a satisfactory manner, thus placing the Exhibition on a basis that insures the success of the national enterprise.

The Centennial Commission, which is composed of a commissioner and alternate commissioner, appointed by the President, from each State and Territory of the Union, held its fifth session in the City of Philadelphia from May 20 to May 23, 1874. The executive committee was fully empowered to represent the Commission; and, in order to secure greater efficiency and the prompt administration of the affairs of the Exhibition, was authorized to appoint one of its number as Director General, whose duties comprehend the direction and general supervision of the several departments of the Exhibition, subject to the approval of the committee. A list of the commissioners and alternate commissioners elected at the annual session is annexed. (Appendix A.)

Many of the obstacles which at first impeded the progress of the organization of the Exhibition and the erection of the necessary buildings have now disappeared, and the work has been urged forward during the last six months with great zeal and with most gratifying results.

The sympathy and co-operation of the people throughout the United States have been manifested in a degree that has encouraged the Commission to inaugurate extensive arrangements for the accommodation of exhibitors and visitors.

The report of the Director General (Appendix B) presents a full statement of the condition and advanced state of the work in the several departments.

The act of Congress approved June 5, 1874, provided "that the President be requested to extend in the name of the United States a respectful and cordial invitation to the governments of other countries to be represented and take part in the International Exposition to be held at Philadelphia, under the auspices of the Government of the United States, in the year eighteen hundred and seventy-six," in accordance with the provisions of this act, the honorable the Secretary of State renewed the invitation extended by the proclamation of President Grant, July 3, 1873, and communicated by his circular-letter of July 5, 1873. The number of governments that have accepted the invitation and are actively preparing to be represented with their various exhibits, (Appendix B) fully establishes and guarantees the international character of the Exhibition. The doubts that have heretofore been expressed on this subject seriously embarrassed the work of the Commission; but all doubts having now been removed, the interest in the Exhibition has largely increased in every part of the world. The Commission, realizing this fact, is making most liberal arrangements in anticipation of the demands that will be made by exhibitors from foreign countries and in the United States.

By act of Congress approved June 1, 1872, there was created a Centennial Board of Finance, as an auxiliary organization to the Centennial Commission. The functions of the board are prescribed by the act to issue stock which is authorized by the act, and with the proceeds of the subscriptions for the stock, together with the receipts from other sources, to erect suitable buildings in accordance with the plan which shall have previously been adopted by the Commission, and to defray the other expenses required in carrying out the acts of Congress directed in relation to the Exhibition.

Notwithstanding the numerous embarrassments that have been encountered in securing the necessary funds, the board is now enabled to present a statement of its resources that warrants the Commission in undertaking the complete organization of the various departments of the Exhibition.

and buildings constituting the system of main structures required for the Exhibition are in process of erection, and, arrangement of the park, will be completed in good season for accommodation of exhibitors, as announced in the official proclamation. The State of Pennsylvania has appropriated one million dollars. The City of Philadelphia one million five hundred thousand dollars. The erection of the art-gallery, machinery building, and a large building, thus providing structures of ample dimensions, far more to any that have heretofore been erected for a similar

authorized by the Commission and Centennial Board of Finance, on a full investigation, that to render the Exhibition and the administration of its affairs creditable on the scale projected and announced, there will be required for all other purposes, in addition to the sum specially provided for by the appropriations named, the sum of one million eight hundred and twenty thousand dollars. Of this sum already been secured two million dollars by subscriptions authorized by the Centennial Board of Finance, and it is estimated that the sum of the subscriptions to the said stock, and receipts from other sources, will amount to the sum of two million three hundred and twenty thousand dollars. The sum of one million and twenty thousand dollars unprovided for, at this date, the sum of one million and twenty thousand dollars.

are thus furnished without the aid of Congress for the construction of the buildings on a most liberal scale, and for the general incident to the preparation of the grounds and the current administration of the preliminary work of the Exhibition. The estimate of five million eight hundred and twenty thousand dollars included the following items, which are directly chargeable to the proper execution of the national trust confided to the Commission, and ought, therefore, of right to be borne by the Government, viz :

The United States Centennial Commission.....	\$400, 000
Expenses incident thereto.....	500, 000
(Office, &c.) .....	600, 000
	<hr/>
	1, 500, 000

It is a question that the Government of the United States should provide for the expenses of the Commission, awards and protection is sustained by the fact that, exclusive of these, all the proper preparations for the International Exhibition, and the cost incident thereto, have been taken by the people. These expenditures grow out of the obligations which the Government bears to the Commission, to the law it is to be a "national celebration under the auspices of the United States;" in obedience to law, a cordial invitation extended by the President to foreign nations to participate in the Commission is charged by the law with the duty of pre-supervising the execution of a plan for holding the Ex-

hibition proper, therefore, that the awards should be provided for by the Government, as many of them will be given to citizens of foreign nations and these to have full effect, and to bring their character up to the standard of courtesy uniformly extended to American exhibitors should have the direct sanction of the Government.

The expenses of the Commission should be provided for by Congress, and it is the opinion of the Commission that the commissioners are Government agents, bearing

a commission from the President, and their expenses are incurred in carrying out a measure initiated by the laws of Congress, demanding national honor, and conducted under the auspices of the Government.

A National Celebration and International Exhibition, a gathering of people from all the States and Territories of the United States, and people from the nations of the world, should be provided with all the protection commensurate with the position of the nation whose interests has drawn them together, so that all things may be conducted with distinguished dignity and order.

The Centennial Commission, therefore, most respectfully requests that, in view of the relations of the Government of the United States to the International Exhibition of 1876, which has been inaugurated under its auspices and by authority of law, it is due to the prestige of the public and to the patriotic occasion the Exhibition will command, that provision, as herein indicated, should be made by Congress for the administration of the Commission.

Respectfully submitted.

JOS. R. HAWLEY,

*President of the United States Centennial Commission.*

JOHN L. CAMPBELL, *Secretary.*

#### APPENDIX A.

##### UNITED STATES CENTENNIAL COMMISSIONERS.

*Alabama*—James P. Cooper.  
*Arizona*—Richard C. McCormick, John Wasson.  
*Arkansas*—George W. Lawrence, Alexander McDonald.  
*California*—John Dunbar Creigh, Benj. P. Kooser.  
*Colorado*—J. Marshall Paul, N. C. Meeker.  
*Connecticut*—Joseph R. Hawley, Wm. Phipps Blake.  
*Dakota*—J. A. Burbank, Solomon L. Spink.  
*Delaware*—Henry F. Askew, John H. Rodney.  
*District of Columbia*—James E. Dexter, Lawrence A. Gobright.  
*Florida*—John S. Adams, J. T. Bernard.  
*Georgia*—George Hillyer, Richard Peters, jr.  
*Idaho*—Thomas Donaldson, C. W. Moore.  
*Illinois*—Frederick L. Matthews, Lawrence Weldon.  
*Indiana*—John L. Campbell, Franklin C. Johnson.  
*Iowa*—Robert Lowry, Coker F. Clarkson.  
*Kansas*—John A. Martin, George A. Crawford.  
*Kentucky*—Robert Mallory, Smith M. Hobbs.  
*Louisiana*—John Lynch, Edward Pennington.  
*Maine*—Joshua Nye, Charles P. Kimball.  
*Maryland*—James T. Earle, S. M. Shoemaker.  
*Massachusetts*—George B. Loring, William B. Spooner.  
*Michigan*—James Birney, Clandius B. Grant.  
*Minnesota*—J. Fletcher Williams, W. W. Folwell.  
*Mississippi*—O. C. French.  
*Missouri*—John McNeil, Samuel Hays.  
*Montana*—J. P. Woolman, Patrick A. Largey.  
*Nebraska*—Henry S. Moody, R. W. Furnas.  
*Nevada*—Wm. Wirt McCoy, James W. Haines.  
*New Hampshire*—Ezekiel A. Straw, Asa P. Cate.  
*New Jersey*—Orestes Cleveland, John G. Stevens.  
*New Mexico*—Eldridge W. Little, Stephen B. Elkins.  
*New York*—N. M. Beckwith, Charles H. Marshall.  
*North Carolina*—Samuel F. Phillips, Jonathan W. Albertson.  
*Ohio*—Alfred T. Goshorn, Wilson W. Griffith.  
*Oregon*—James W. Virtue, Andrew J. Dufur.  
*Pennsylvania*—Daniel J. Morrell, Asa Packer.



—George H. Corliss, Samnel Powel.  
 ina—William Gurney, Archibald Cameron.  
 Thomas H. Coldwell, William F. Prosser.  
 iam H. Parsons, John C. Chew.  
 H. Wickizer, William Haydon.  
 iddleton Goldsmith, Henry Chase.  
 alter W. Wood, Edmund R. Bagwell.  
 Territory—Elwood Evans, Alexander S. Abernethy.  
 ia—Alex. R. Boteler, Andrew J. Sweeney.  
 David Atwood, Edward D. Holton.  
 Joseph M. Carey, Robert H. Lamborn.

## OFFICERS.

Joseph R. Hawley.  
 ents.—Alfred T. Goshorn, Orestes Cleveland, William M. Byrd, John D.  
 rt Lowry, Robert Mallory.  
 neral.—Alfred T. Goshorn.  
 John L. Campbell.  
 nd Solicitor.—John L. Shoemaker, Esq.  
 ommittee.—Daniel J. Morrell, Pennsylvania; Alfred T. Goshorn, Ohio;  
 ood, Virginia; E. A. Straw, New Hampshire; N. M. Beckwith, New York;  
 rle, Maryland; George H. Corliss, Rhode Island; John G. Stevens, New  
 nder R. Boteler, West Virginia; Richard C. McCormick, Arizona; John  
 siana; James Birney, Michigan; Edward Penington, Louisiana.

## CENTENNIAL BOARD OF FINANCE.

—John Welsh, Philadelphia.  
 ents.—William Sellers, Philadelphia; John S. Barbour, Virginia.  
 —Samnel M. Felton, Philadelphia; Daniel M. Fox, Philadelphia; Thomas  
 Philadelphia; Clement M. Biddle, Philadelphia; N. Parker Shortridge, Phil-  
 ames M. Robb, Philadelphia; Edward T. Steel; Philadelphia; John Wan-  
 Philadelphia, John Price Wetherill, Philadelphia; Henry Winsor, Philadel-  
 Lewis, Philadelphia; Amos R. Little, Philadelphia; Jno. Baird, Phila-  
 omas H. Dudley, New Jersey; A. S. Hewitt, New York; John Cummings,  
 ts; John Gorham, Rhode Island; Charles W. Cooper, Pennsylvania; Wil-  
 Pennsylvania; Robert M. Patton, Alabama; J. B. Drake, Illinois; George  
 ri.  
 nd Treasurer.—Frederick Fraley, Philadelphia.

## APPENDIX B.

PHILADELPHIA, January 19, 1875.

MORRELL,  
 Chairman Executive Committee:

I have the honor to advise you of the progress and present condition of the  
 work of the International Exhibition of 1876, committed to my care and

of the report of the Centennial Commission to Congress, February 23,  
 us for the necessary Exhibition building had not been definitely determined  
 to financial considerations and the want of information concerning the  
 demands of the Exhibition.

annual meeting of the Centennial Commission in May, 1874, the question  
 of a system of buildings suitable for the uses of the several departments of  
 on has received most careful and laborious consideration by the Centennial  
 Finance and the representatives of the Commission.

has been to combine economy of construction with fitness of purpose rather  
 than effective architectural features. The buildings now in process of con-  
 struction will be admirably well adapted to all the requirements of the Exhibition,  
 being sufficiently ornate, will represent very appropriately the progressive  
 country.

## MAIN EXHIBITION-BUILDING.

and necessary to materially change and modify the plan for this building, the  
 plan of which was submitted in the report of the Centennial Commission  
 of 1874, (printed as Senate Ex. Doc. No. 30, 43d Congress, 1st session,) so that

## 6 REPORT OF THE UNITED STATES CENTENNIAL COMMISSION.

the cost of construction might especially be reduced from the estimate heretofore named.

The building, as now designed, is in the form of a parallelogram, extending east and west 1,880 feet in length, and north and south 464 feet in width.

The main cornice upon the outside is 45 feet above the ground, and the interior height 70 feet.

The areas covered are as follows:

Ground-floor .....	872,320 square feet, 20.02 acres
Upper floors in projections .....	37,344 square feet, .85 acres
Upper floors in towers .....	26,344 square feet, .60 acres
	<hr/> 936,008 square feet; 21.47 acres.

### GROUND-PLAN.

The general arrangement of the ground-plan shows a central avenue or nave 120 feet in width and extending 1,832 feet in length. This is the longest avenue of that width ever introduced into an Exhibition building. On either side of this nave there is an avenue 100 feet by 1,832 feet in length. Between the nave and side-avenues are aisles 48 feet wide, and on the outer sides of the building smaller aisles 24 feet in width.

In order to break the great length of the roof-lines, three cross-avenues or transepts have been introduced, of the same widths and in the same relative positions to each other as the nave and avenues running lengthwise, viz., a central transept 120 feet in width by 416 feet in length, with one on either side of 100 feet by 416 feet, and aisles between of 48 feet. The intersection of these avenues and transepts in the central portion of the building results in dividing the ground-floor into nine open spaces free from supporting-columns, and covering in the aggregate an area of 416 feet square. Four of these spaces are 100 feet square, four 100 feet by 120 feet, and the central space or pavilion 120 feet square. The intersections of the 48-foot aisles produce four interior courts 48 feet square, one at each corner of the central space. The main promenades through the nave and central transept are 30 feet in width, and those through the center of the side-avenues and transepts 15 feet each. All other walks are 10 feet wide, and lead at either side to exit-doors. (Appendix 1).

The estimated cost of the main building, based on reliable bids, and as submitted to the Committee on Appropriations of the Senate of the United

States March 16, 1874, was .....	\$3,362,000
The building now in process of construction will cost, as per contract. ....	1,500,000

### ART-GALLERY.

The State of Pennsylvania and City of Philadelphia have made appropriations to cover the entire cost of this building. It will be the great architectural feature of the Exhibition, and is intended to remain as a memorial of the occasion. The entire structure is in the modern Renaissance. The materials are granite, glass, and iron. No wood is used in the construction, and the building is thoroughly fire-proof.

The structure is 365 feet in length, 210 feet in width, and 59 feet in height, over a spacious basement 12 feet in height. The dome, rising from the center of the building, will be 150 feet above the ground. The accommodations for the art department of the Exhibition will be ample and of a most satisfactory character, the building being especially constructed and arranged for that purpose. (Appendix 2).

### MACHINERY BUILDING.

The applications for space already received make it evident that the exhibition of machinery will be wholly unparalleled in extent and attractiveness. Liberal provision has therefore been made for its accommodation.

The building is located west of the main Exhibition-building, and 542 feet from it, and as the fronts of the two are in line they present an aggregate frontage of 3,824 feet upon the principal avenue within the grounds. The machinery building consists of a main hall 360 feet by 1,402, and an annex on the south side 208 by 210 feet, thus covering 558,440 square feet, or 12.82 acres, of ground, which upper floors bring up to an aggregate of 14 acres of floor-space. The principal portion of the structure is one story in height, showing the main cornice 40 feet from the ground, while the interior height is 70 feet in the central avenue and 40 feet in the aisles. To break the long lines on the exterior, projections have been introduced in each of the four sides, and the main entrances furnished with façades 78 feet in height. Along the south side of the building will be placed the boiler-houses and a variety of buildings for the display of special kinds of machinery.

nd-plan shows two main avenues 90 feet wide and 1,360 feet long, with a between and aisles on either side, each of which is 60 feet in width. At f the building these are crossed by a transept 90 feet wide, which is pro- southern end beyond the line of the main front, forming the annex already This is designed to accommodate the hydraulic machinery, and will con- 60 by 160 feet and 10 feet deep, at the southern end of which will be a feet high and 40 feet wide, supplied by the pumps upon exhibition. The aifting will be more complete than that provided at any previous Exhibi- ing eight main lines running almost the entire length of the building, shafts may be introduced into the aisles at any point. walls of the machinery building are of masonry to a height of five feet, above consist of columns and glazed sash, portions of which are movable for Louvre ventilators are introduced in continuous length over each of the aisles. The lighting is entirely from the sides.

#### AGRICULTURAL BUILDING.

ure will stand north of the horticultural building and on the east side of ue. It will illustrate a novel combination of materials, and is capable of few months. Its materials are wood and glass. of a long nave, crossed by three transepts, both nave and transepts being Howe truss arches of a Gothic form. The nave is 820 feet in length by with a height of 75 feet from the floor to the point of the arch. The ept is of the same height and a breadth of 100 feet; the two end-tran- high and 80 wide. The four courts inclosed between the nave and tran- so the four spaces at the corners of the building having the nave and end- two of their sides, will be roofed, and form valuable spaces for exhibits. und-plan of the building will be a parallelogram of 540 feet by 820, cov- of above ten acres. (Appendix 3). ediate vicinity will be the stock-yards for the exhibition of horses, cattle, poultry, &c.

#### HORTICULTURAL BUILDING.

d appropriations of the City of Philadelphia have provided the horticul- ment of the Exhibition with an extremely ornate and commodious build- s to remain in permanence as an ornament of Fairmount Park. It is the Lansdowne Terrace, a short distance north of the main building and and has a commanding view of the Schuylkill River and the northwestern ne city.

is in the Mauresque style of architecture of the Twelfth Century, the terials externally being iron and glass. The length of the building is 383 93 feet, and height to the top of the lantern 72 feet.

floor is occupied by the central conservatory, 230 by 80 feet, and 55 high, by a lantern 170 feet long, 20 wide, and 14 high. Running entirely around tory, at a height of 20 feet from the floor, is a gallery 5 feet wide. On d south sides of this principal room are four forcing-houses for the propa- ing plants, each of them 100 feet by 30, covered with curved roofs of iron Dividing the two forcing-houses on each of these sides is a vestibule 30

At the center of the east and west ends are similar vestibules, on either are the dining-rooms, restaurants, reception-rooms, offices, &c. From the namental stairways lead to the internal galleries of the conservatory as e four external galleries, each 100 feet long and 10 wide, which surmount the forcing-houses. These external galleries are connected with a grand rmed by the roofs of the rooms on the ground-floor, which has a super- f 1,800 square yards.

nd west entrances are approached by flights of blue marble steps from et by 20, in the center of each of which stands an open kiosk 20 feet in e angles of the main conservatory are adorned with eight ornamental The corridors which connect the conservatory with the surrounding rooms as in every direction.

ement, which is of fire-proof construction, are the kitchen, store rooms, ash-pits, heating arrangements, &c. rehensive system of building, viz.—

	Acres.
g, covering.....	21.47
covering.....	1.50
l building, covering.....	1.50
building, covering.....	14.00
building, covering.....	10.15
	48.62

provides for the accommodation of the ten departments of the classification. There will be required, in addition to these buildings, a number of smaller structures for the administration of the Exhibition, all of which are now being designed with the view to their early erection. The preparation of the grounds allotted to the Commission in Fairmount Park and the construction of the various buildings are far advanced, and will be vigorously urged forward. Although the erection of the buildings and the grading of the park were not commenced until July, 1874, the progress made to this date insures their timely completion on a scale and in a manner that will answer the requirements of the Exhibition in every particular.

Besides the Exhibition-buildings proper, numerous applications have been made by manufacturers and by the commissions of foreign governments for permission to erect pavilions and various ornamental and useful structures within the Exhibition-grounds. A number of fountains, memorial statues, and other decorative objects are in preparation under the auspices of local associations. These adjuncts will add essentially to the attractions of the park.

The system of classification adopted by the Commission and reported to Congress February 23, 1874, is being perfected. For the present a condensed edition, sufficiently definite to indicate the departments and groups to which objects are referable, is issued for the information of exhibitors. The arrangement of the classification is founded on the idea of the derivation of products from the crude materials of the earth. Taking the raw materials as the base, it then groups, as nearly as possible in the order of their development, the results of their use. The order of the grouping is as follows:

1. The natural products of the earth useful to man, or the basis of manufactures;
2. The manufactures and results of the combinations and working of such products;
3. The means and appliances by which the results have been attained;
4. The resultant effects of such productive activity.

The classification also provides that the arrangement of objects shall be both geographical and systematic, combining the two elements of arrangement by countries and arrangement by the nature of the objects, thus securing the great advantage of having the productions of each country kept together, and at the same time placed according to their nature, similar products or manufactures being continuously grouped in parallel zones crossing the space assigned to each country. The place of articles in the classification determines also their location in the buildings and grounds, except in the case of such collective exhibitions as may be specially arranged for.

Applications for space in the several departments have been made by a large number of American manufacturers, producers, and others. It is now clearly indicated that the industries of the United States will be fully represented, and in a manner that will reflect great credit on the extent and character of the manufacturing and producing interests of the country.

#### FOREIGN PARTICIPATION.

I am advised by the Honorable the Secretary of State, through the Department of the Interior, that the following Governments have signified their intention to participate in the Exhibition:

Argentine Confederation,	Australia,	Netherlands,
Belgium,	Germany,	Nicaragua,
Brazil,	Guatemala and Salvador,	Peru,
Chili,	Hayti,	Sweden and Norway,
Ecuador,	Honduras,	Spain,
France,	Japan,	Sandwich Islands,
Great Britain,	Liberia,	United States of Colombia,
Canada,	Mexico,	Venezuela.

The government of Austria-Hungary has officially announced that a large representation of arts and manufactures is being organized in that empire for the Exhibition. Sixteen of the governments have accredited commissioners to the Centennial Commission, and I am now in direct correspondence with them relative to the interest of their citizens in the Exhibition. From information received of the preparations being made in the different countries of Central and South America, and the Dominion of Canada, there is every reason to believe that the display of the resources of the entire continent will be singularly comprehensive and instructive. The interest manifested in the Exhibition in Great Britain and in European and Oriental countries gives abundant assurance that the representation of the leading nations of the world will be unusually large. The arrangements, therefore, for the reception and accommodation of foreign exhibits are being made on a scale that will answer all demands that can now be reasonably anticipated.

The general regulations for foreign exhibitors provide that "full diagrams of the buildings and grounds will be furnished to the foreign commissions on or before Feb-

indicating the localities to be occupied by each nation, subject, however, and re-adjustment." In accordance with the terms of this announcement, day of December, 1874, I transmitted to the foreign commissions, and through agent of State to the governments that have not yet accredited commissions, documents for their information, viz:  
 general rules and regulations established for foreign exhibitors.  
 regulations prescribed by the Secretary of the Treasury for the importation the Exhibition.  
 Fairmount Park.  
 the City of Philadelphia.  
 plan of the main Exhibition-building.  
 plan of the main Exhibition-building, indicating the relative location of countries in the building, and the preliminary assignment of space to each.  
 plan of ground-plan main Exhibition-building.  
 every and ground-plan.

#### CUSTOMS REGULATIONS.

session of Congress an act was passed authorizing the importation free of duties designed for exhibition. In accordance with the provisions of this act, Secretary of the Treasury has prescribed the regulations governing such free importations of the Treasury Department are annexed. (Appendix 4).

#### DEPARTMENTAL BOARD.

President, by an executive order, has appointed a board representing the Treasury, Navy, Interior, Post-Office, and Agricultural Departments, and the Smithsonian Institution, which is charged with the preparation of a collective exhibition, the functions and administrative faculties of the Government.  
 members of this board seem likely to produce one of the most interesting and important features of the Exhibition; and it is to be hoped that suitable action by the board to prepare its exhibit in a manner worthy of the object and honor.

The Centennial Executive Committee, a voluntary association under the patronage of Mrs. E. D. Gillespie, of Philadelphia, has continued its efforts toward the success of the Exhibition. The committee has representatives in twenty-five States, and has succeeded in procuring subscriptions for a large number of the stock of the Centennial Board of Finance, besides rendering valuable aid in disposing of the commemorative medals coined in accordance with an act of Congress.

Much of the interest manifested in the celebration throughout the country is due to the zeal and patriotic energy of these ladies, and especially to the social efforts which they have organized with great success in the principal cities of the Union.

In conclusion, I have to say that, notwithstanding the many embarrassments that have surrounded the Exhibition, in view of the facts herewith communicated, there is no question or doubt that the great national undertaking committed to the Centennial Commission will be crowned in 1876 with a successful and creditable to the Government. The aim has been from the beginning to present the great illustrative feature of the Celebration, representing fully and accurately the industrial growth of the country during the century.

Very respectfully,

A. T. GOSHORN,  
 Director-General.

#### APPENDIX 4.

Prescribed by the Secretary of the Treasury of the United States of America, governing the importation of goods for the International Exhibition, 1876, at Philadelphia.

TREASURY DEPARTMENT,  
 Washington, D. C., October 3, 1874.

Congress approved June 18, 1874, entitled "An act to admit free of duty and duty on the International Exhibition of eighteen hundred and seventy-five as follows:

Ex. 129—2



*"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all articles which shall be imported for the sole purpose of exhibition at the International Exhibition to be held in the City of Philadelphia in the year 1876, shall be admitted without the payment of duty or of customs-fees or charges, under such regulations as the Secretary of the Treasury shall prescribe: Provided, That all such articles as shall be sold in the United States or withdrawn for consumption therein at any time after such importation, shall be subject to the duties, if any, imposed on like articles by the revenue-laws in force at the date of importation: And provided further, That in case any articles imported under the provisions of this act shall be withdrawn for consumption, or shall be sold without payment of duty as required by law, all the penalties prescribed by the revenue-laws shall be applied and enforced against such articles and against the person who may be guilty of such withdrawal or sale."*

In pursuance of the provisions of this act the following regulations are prescribed:

First. No duty or customs-fees or charges being required on any such importations, a new form of entry is prescribed, which will be employed in all cases at the port where such goods are received.

Second. The ports of New York, Boston, Portland, Me., Burlington, Vt., Suspension Bridge, N. Y., Detroit, Port Huron, Mich., Chicago, Philadelphia, Baltimore, Norfolk, New Orleans, and San Francisco, will alone constitute ports of entry at which importations for said exhibition will be made free of duty.

Third. All articles designed for such exhibition must be forwarded, accompanied by an invoice or schedule of the numbers, character, and commercial value of each shipment, which statement shall be attested before a consul of the United States, or a civil magistrate of the country in which they are produced or from which they are shipped to the United States. Such verified bill of contents and values will be transmitted in triplicate, one copy to the collector of customs at the port where it is desired to make entry, which will be retained for the files of his office; one copy to some duly-authorized agent, either of the owners, or of the foreign commission of the country from which shipment was made, which agent must in all cases be recognized by the director-general of the exhibition, who will, by virtue of that authority, verify the goods and make entry; and one copy to the collector at the port of Philadelphia; and all packages and inclosures containing goods destined for such exhibition must be plainly and conspicuously marked with the words "For the International Exhibition of 1876, at Philadelphia."

Fourth. All goods arriving so marked and represented, either at the time of arrival or at any time while remaining in the custody of the collector of customs at the port of arrival on general order, will, when entered at the port of arrival, be delivered without examination to such recognized agent or agents, to be by him or them forwarded from the port of arrival by bonded line of transportation to Philadelphia, there to be delivered to the custody of the collector of that port.

Fifth. Entry for warehouse will be made for all such transported packages on arrival at the said port of Philadelphia, and original entry for warehouse will be made of all goods directed by first shipment to Philadelphia. Warehouse entry having been made, the packages will be held in the custody of the said collector until the exhibition building or some building erected by and in the custody of the officers controlling the said exhibition, and suitable for secure custody as a warehouse under the authority of the United States, is ready to receive them.

Sixth. Separate and complete records of all packages so transmitted and received by the collector at Philadelphia will be made by the store-keeper at the port of Philadelphia in a book prepared for the purpose, in which will be entered, so far as known, the owner's name, the agent's name representing the articles, the country from which shipped, the date of such shipment, the name of the importing vessel, and the date of arrival, the general description and value of the goods, and the specific marks and numbers of the packages. Such record will also be kept in duplicate by a special inspector of customs, who, under the direction of the Secretary of the Treasury, shall be appointed to identify, forward, and care for packages so properly marked, and intended in good faith for the exhibition, but which may not be properly represented by an owner or agent.

Seventh. When the said exhibition building, or a warehouse suitable for secure custody of articles intended for the exhibition, duly authorized for receiving bonded goods, shall be ready to receive articles then in the custody of the collector of the port of Philadelphia, descriptive permits, in duplicate, shall be issued by the said collector to the store-keeper of the port, directing the delivery of packages as required by the owner or agent, or by the officers of the said exhibition—one copy of which permits shall be preserved by the said store-keeper, the second copy to be delivered with the goods to a proper officer of the customs stationed at the said exhibition building or warehouse, to be there kept as a record of goods entered for such exhibition in addition to the duplicate required to be kept in a book of proper form as before referred to. And all packages shall be opened in presence of an officer of the customs, who shall

verify the contents from and upon such descriptive list, correcting and completing it as the facts may require.

Eighth. In case of receipt by the collector at Philadelphia of packages imperfectly described or verified, or in regard to which information may be received questioning the good faith of the persons forwarding the same, the said collector may direct an examination, in proper form, for the purpose of determining the question, and if, on conference with the director-general, the goods are found to have been forwarded not in good faith for said exhibition, they will be charged with duty according to their value and classification, and held by the said collector, subject to appeal to the Secretary of the Treasury, to await proper claim and payment of duty by their owners.

Ninth. All charges for transportation, drayage, and freight, accruing on goods arriving for the said exhibition, will be required to be paid by the owner or agent at the time of their delivery into the custody of the collector of customs at Philadelphia, or if on packages of small bulk or weight, not accompanied by the owner or agent, or consigned to a foreign commissioner, and not exceeding \$5 in amount, will be charged against the goods as so delivered into the custody of the collector at Philadelphia, to be paid with other charges subsequently accruing before the permit is issued for their delivery to the exhibition building; and on all packages exceeding fifty pounds in weight, half storage, as provided by regulation for the storage of ordinary merchandise in the public warehouse at the port of Philadelphia, will be charged against the goods received and stored therein from the time of receipt to the time of delivery to the exhibition building. No fees for entry, permit, or other official act, and no duties will be charged upon or against such packages until after their withdrawal from such exhibition, for sale, at its close or during its continuance.

Tenth. All articles received and entered at such exhibition in the manner hereinbefore provided may, at any time consistently with the regulations controlling said exhibition, be withdrawn for sale or delivery to other parties than the owner or agent concerned in their importation, on payment of the duties properly accruing on said goods according to the laws in force at the time of the importation thereof; and for the purpose of assessment and determination of such duties, and for proper identification of the articles, an officer of the appraiser's department of the port of Philadelphia shall be detailed to make due examination of the articles so withdrawn or sold, verifying them by the record of their introduction, and charging upon a proper form, to be prepared for such purpose, the said rate and amount of duty; and on payment of the duty so charged, but without fee or other expenses, the owner or agent shall receive a permit for their removal from the exhibition.

Eleventh. Articles designed to be returned to the foreign country from which the same were imported, or to be removed from the United States, will, at the close of the exhibition, or at such time as shall be directed by the officers of such exhibition, be verified by the customs officer in charge at the exhibition, re-inclosed, duly marked, and forwarded, under permit of the collector at Philadelphia, to any other port for export, or may be directly exported from Philadelphia. Export entries for such use will be prepared, corresponding to the import entries under which the goods were originally received.

Twelfth. A special inspector of customs will, under the direction of the Secretary of the Treasury, report at intervals to the collectors of the ports of Philadelphia and of New York, or of such other ports as he may be directed to visit, for the purpose of applying the regulations herein provided.

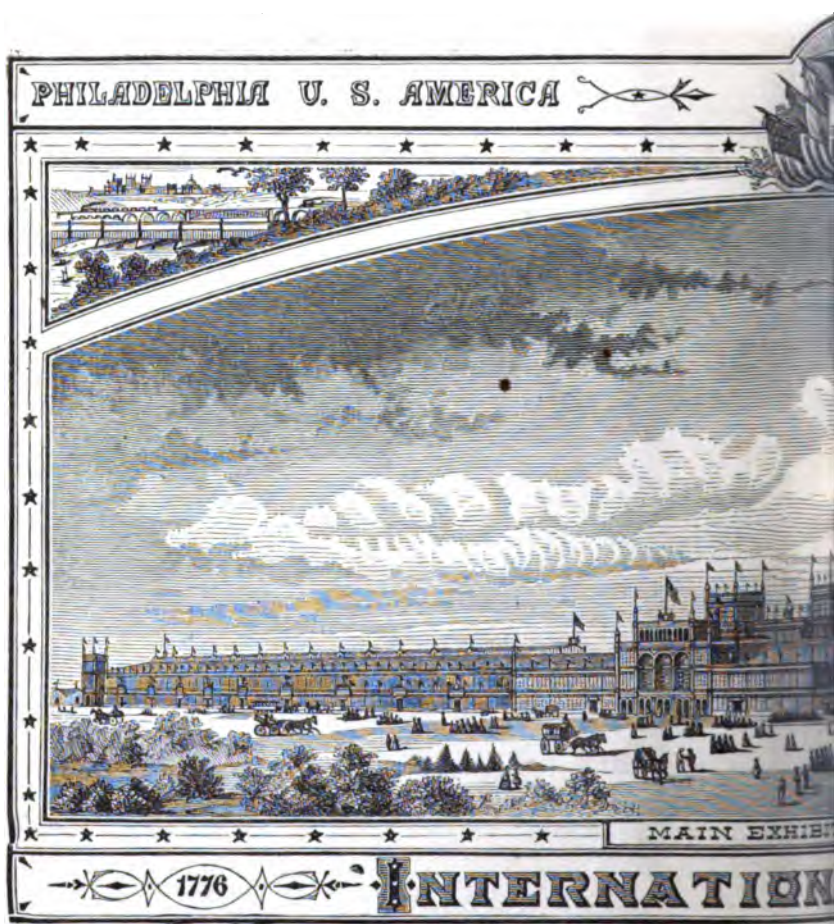
B. H. BRISTOW, *Secretary.*





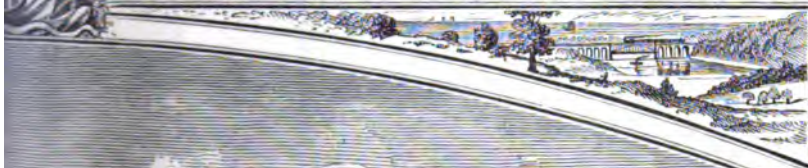
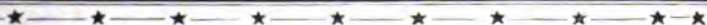








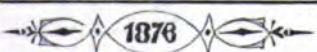
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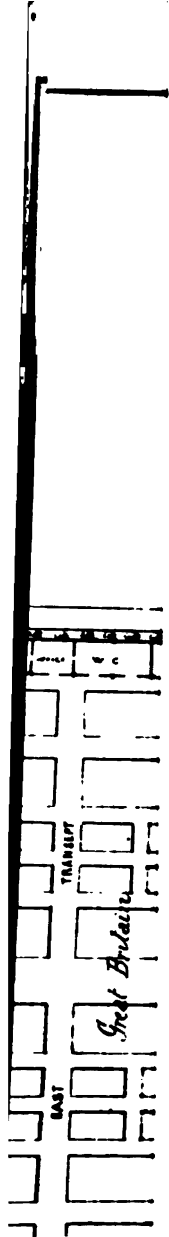
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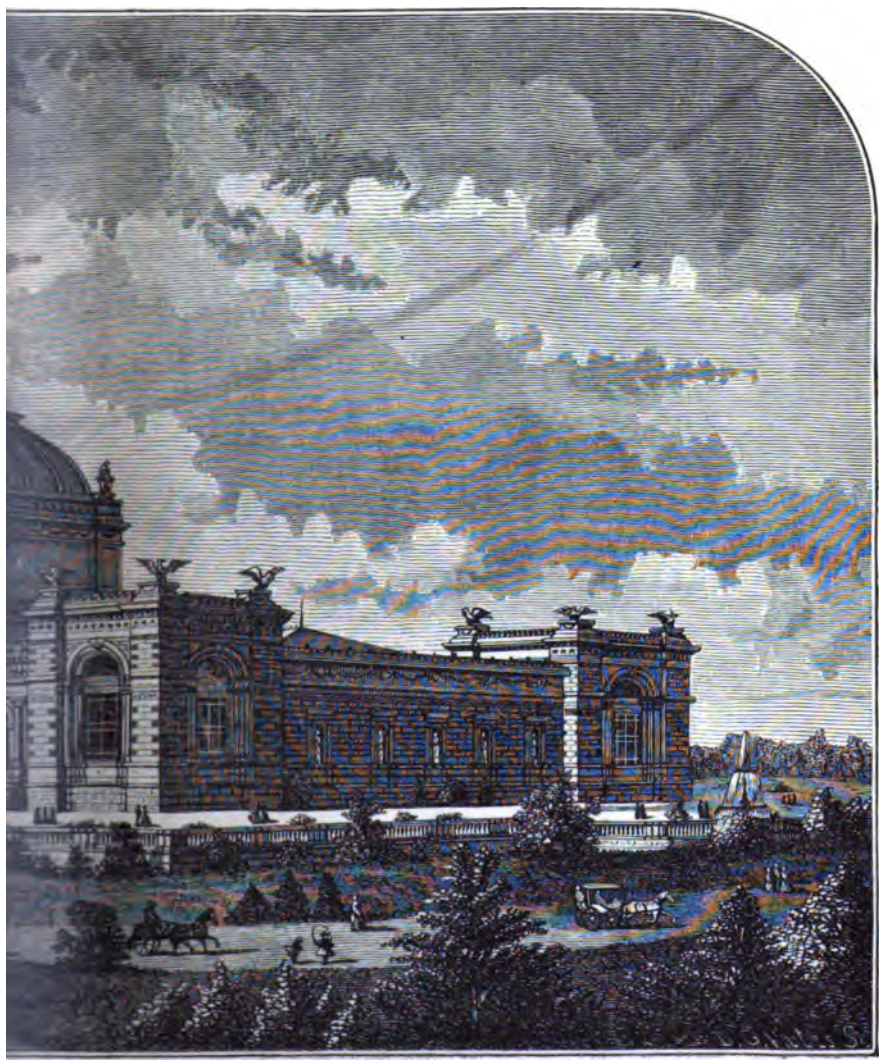
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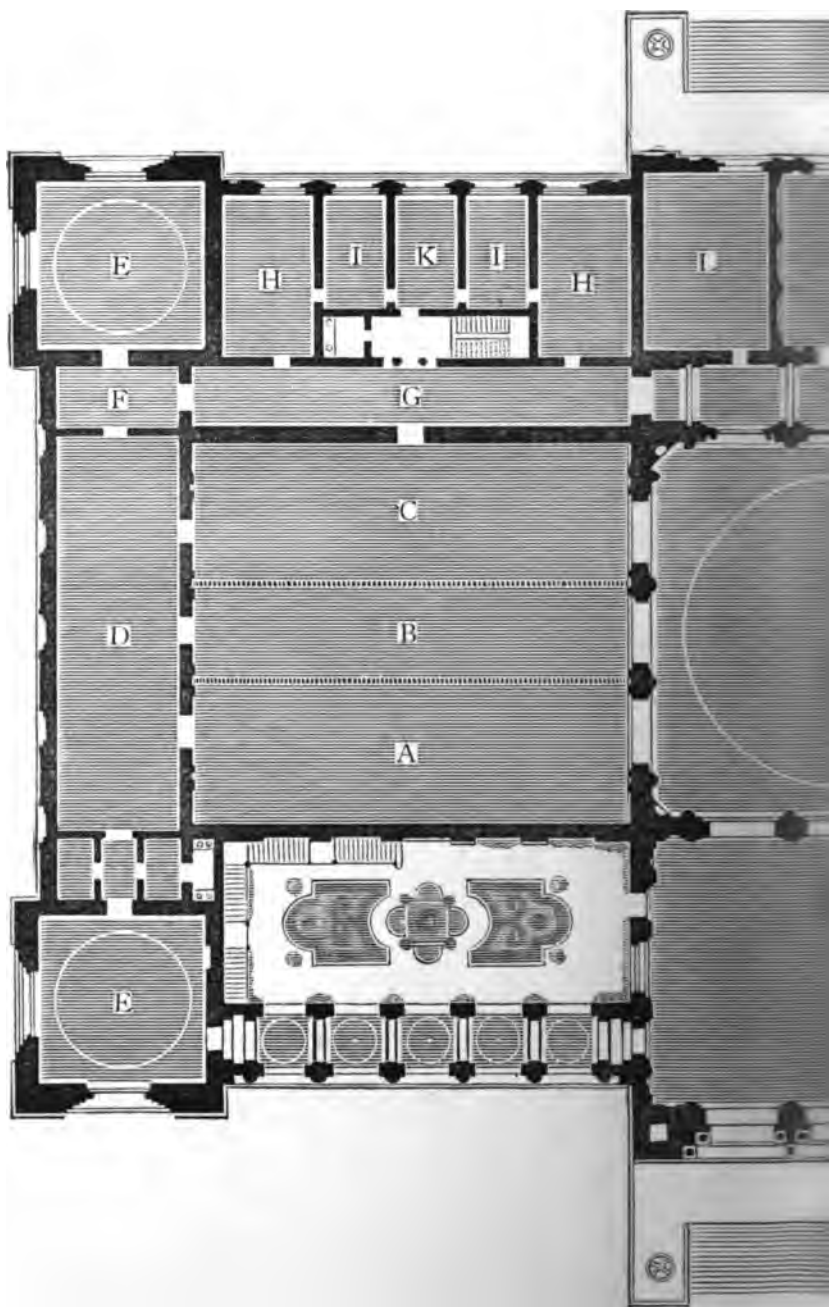


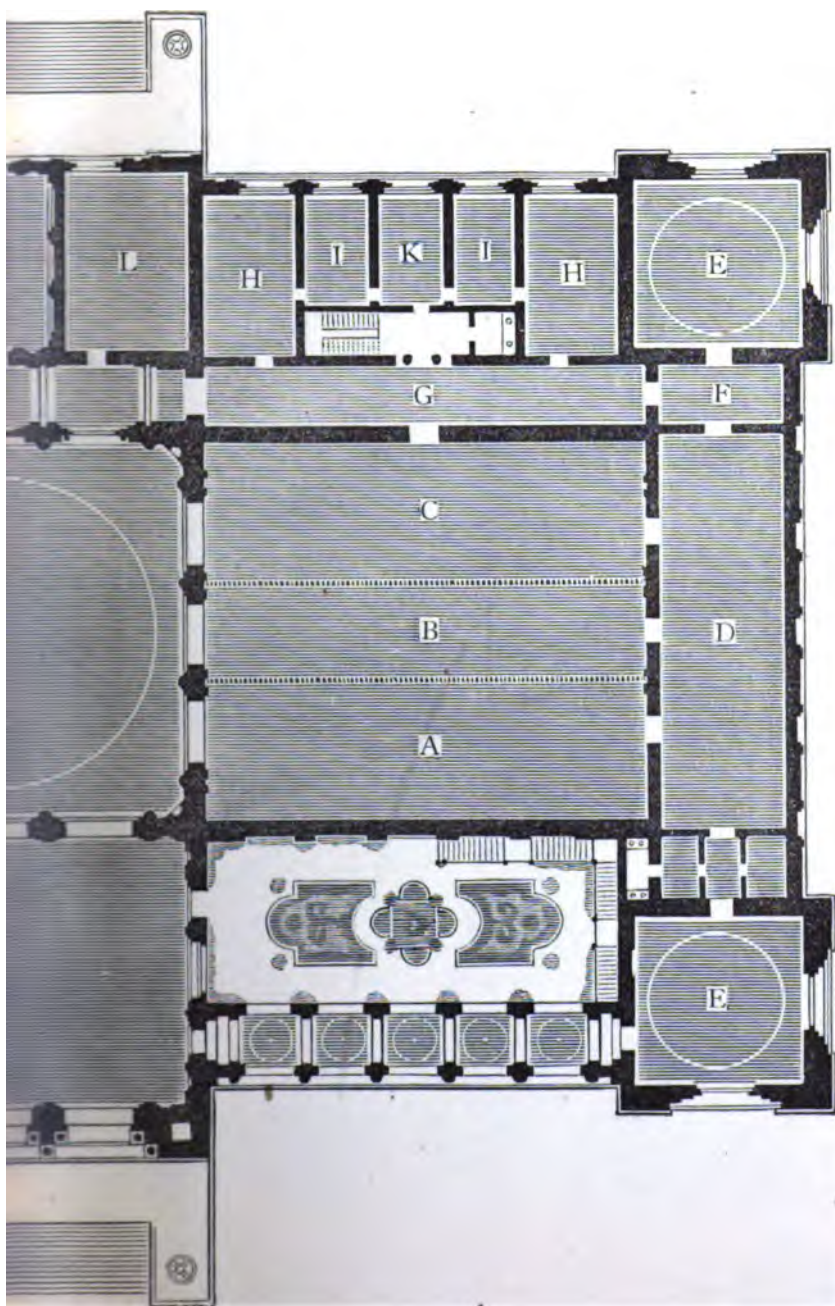
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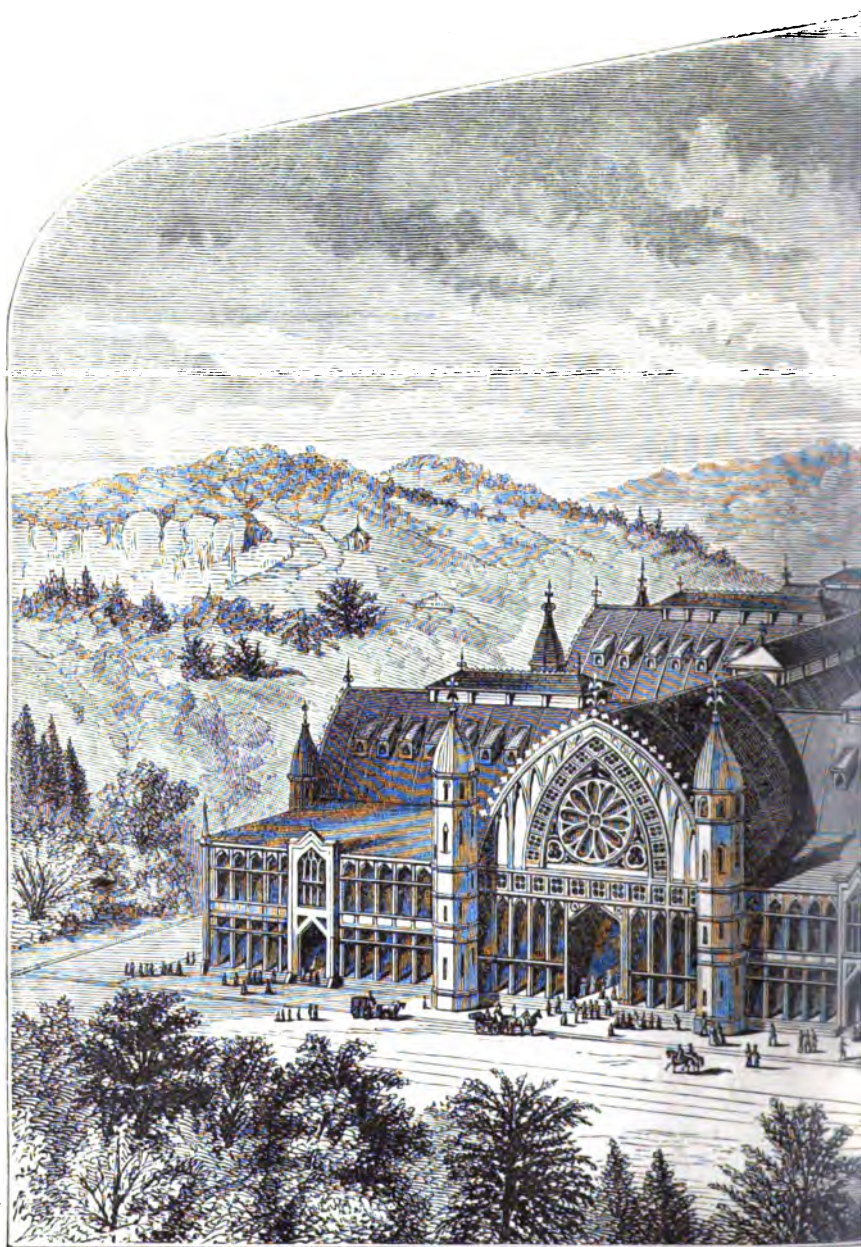




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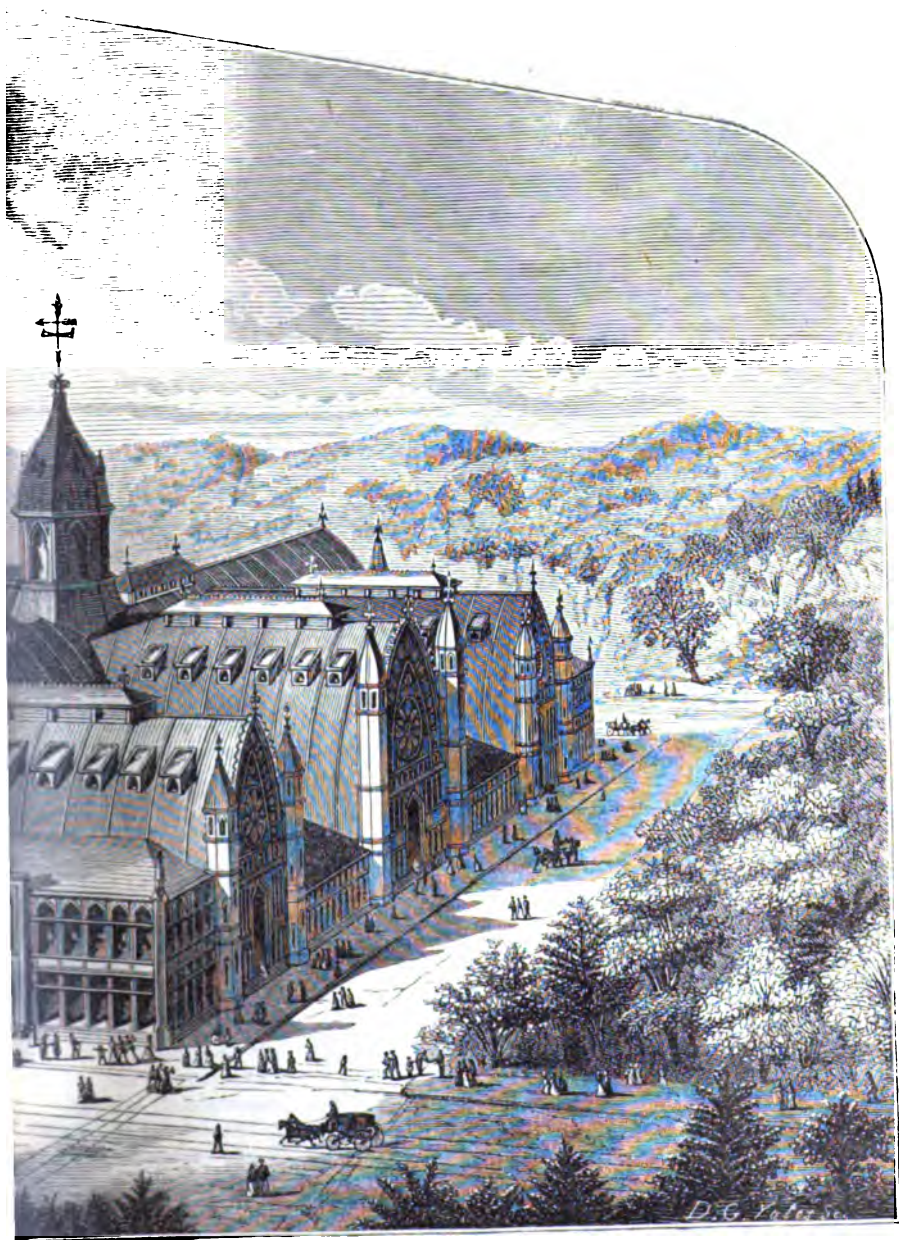






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CONTINGENT FUND OF THE ARMY.

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LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

*A statement showing the expenditures of the appropriation for the contingent expenses of the military establishment for the year 1874.*

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JANUARY 27, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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WAR DEPARTMENT, *January 20, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, for the information of Congress, a statement showing the expenditures of the appropriation for the contingent expenses of the military establishment for the year 1874.

WM. W. BELKNAP,  
*Secretary of War.*

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TREASURY DEPARTMENT,  
*Second Auditor's Office, January 14, 1875.*

SIR: I have the honor to transmit herewith a statement, showing the expenditure of the appropriation for the contingent expenses of the military establishment for the year 1874, amounting to \$38,514.74, exhibited in pursuance of the fifth section of the act of March 3, 1809, entitled "An act to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

Very respectfully,

E. B. FRENCH,  
*Second Auditor.*

Hon. W. W. BELKNAP,  
*Secretary of War.*

*Statement of the expenditures of the appropriation for the contingent expenses of the military establishment during the year 1874, exhibited in pursuance of the fifth section of the act of 3d of March, 1809, entitled "An act to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."*

Date.	By whom paid.	To whom paid and for what purpose.	Amount.	Total.
1874.				
Jan. 12	The United States....	The Pennsylvania Railroad Company for transportation furnished an insane man and his attendant from Chicago, Ill., to Washington, D. C., June 18, 1873.	-----	\$34 00
13	T. P. McElrath, Lieut. Fifth Artillery.	Col. D. T. Van Buren, May 18, 1864, back-hire for conveying persons arrested by order of War Department who were connected with Independent Telegraph Line of New York, and with the World and Journal of Commerce, New York papers. May 20, 21, 1864, Col. D. T. Van Buren, back-hire for carriages employed in the arrest and delivery at Fort Lafayette, New York Harbor, of Messrs. Howard and others, concerned in the making and issue of forged proclamation of President of the United States.	\$45 45 31 00	
		May 19, 1864, R. C. McIntyre for services as special detective to Department of the East from February 23 to May 12, 1864, inclusive, 69 days, at \$3 a day.	207 00	
		April 25, 1864, Jacob Depeu, for expenses incurred on trip to Philadelphia and back to New York, and stopping there 5 days in search of Theodore Allen, bounty-broker, \$14.50; May 15, expenses on trip to Newark, N. J., and back to New York, stopping there one day and night, after Allen, \$2.50; May 18, expenses of officers' assistants in making arrest of Allen, \$22.50; May 19, coach-hire and expenses in conveying Allen to Fort Lafayette, \$11.50.	51 30	
13	Alfred Norton, Capt. and C. S.	Paid, April 18, 1865, Harris & Sanborn's bill for 2 kegs of powder, at \$8, and 24 yards flannel, at 70 cents, purchased for firing guns on the receipt of official intelligence of the death of the President of the United States.	-----	334 75 32 00
13	Henry S. Osborne, 1st Lieut. Second United States Colored Cavalry.	December 22, 1865, paid J. M. Murch for services in the adjutant-general's office, Third Division, Twenty-fifth Army Corps, as clerk from September 1 to September 30, 1865, less 5 per cent. internal-revenue tax on \$75.	73 75	
		December 22, 1865, paid A. A. Brinsmade for services in the adjutant-general's office, Third Division, Twenty-fifth Army Corps, as clerk from September 1, 1865, to September 30, 1865, one month, at \$75 a month, less 5 per cent. internal-revenue tax.	73 75	
		December 22, 1865, paid Jos. Bordier for services in the assistant adjutant-general's office, Third Division, Twenty-fifth Army Corps, as clerk, in accordance with Special Orders No. 229, dated headquarters Twenty-fifth Army Corps, September 15, 1865, from October 1 to 31, 1865, one month, at \$75, less 5 per cent. internal-revenue tax.	73 75	
		December 23, 1865, paid Henry Brush for his services in the office of the assistant commissary of musters, as above.	73 75	
		January 31, 1866, paid Albert R. Da Costa for his services as clerk in the office of the adjutant-general, First Brigade, Third Division, Twenty-fifth Army Corps, for one month, from January 1 to 31, 1866, inclusive, at \$100 per month, less internal-revenue tax, \$2.50.	97 50	
		January 31, 1866, paid Henry N. Guice for his services, as above.	97 50	
		January 31, 1866, paid Henry Brush for his services as clerk in commissary of musters' office, Third Division, Twenty-fifth Army Corps, from December 1, 1865, to January 10, 1866, one month and ten days, at \$75 per month, less tax, \$1.67.	96 33	

# CONTINGENT FUND OF THE ARMY.

3

Statement of contingent expenses of the military establishment, &c.—Continued.

Date.	By whom paid.	To whom paid and for what purpose.	Amount.	Total.
1874.				
Jan. 13	Henry S. Osborne—Continued.	January 31, 1866, paid the above for the difference in salary from January 1 to 10, 1866, between \$75 and \$100 per month, \$8.33, less tax, \$0.42.	\$7 91	
		Paid A. A. Boismade, clerk in the office of acting assistant adjutant-general, Third Division, from January 1 to 31, 1866, at \$125, less tax.	121 25	
		Paid to J. M. Murch, clerk in the office of acting assistant adjutant-general, Third Division, from January 1 to 31, 1866, at \$100, less tax.	97 50	
		Paid Jos. Borlier, clerk in the office of acting assistant adjutant-general, Third Division, from January 1 to 31, 1866, at \$100, less tax.	97 50	
		Paid Edwin Dunn, clerk in the office of assistant commissary of muster, Third Division, from January 10 to 31, 1866, at \$100, less tax.	64 99	
16	The United States....	Paid George P. Strong, attorney, for professional services rendered in the suit of William G. Clark vs. Myron Tiehnor <i>et al.</i> , from January, 1868, to November, 1871.	7 50	\$977 48
Feb. 10	The National Home for Disabled Volunteer Soldiers, north-western branch.	Paid Jehiel J. Stevens for actual expenses incurred in conveying I. Fritz Weasendorf, late Company M, First Illinois Volunteers, (an insane man,) from Milwaukee, Wis., to Washington, D. C., in November, 1873, and returning.		67 90
7	George A. Forsyth, Major Ninth Cavalry.	J. B. Lippincott & Co. for books for the headquarters of the Lieutenant-General U. S. A.	108 98	
		D. Van Nostrand for books for the headquarters of the Lieutenant-General U. S. A.	55 00	
		J. H. Sands for books for the headquarters of the Lieutenant-General U. S. A.	10 00	
		W. C. & F. Church, 9 volumes of the Army and Navy Journal and subscription for one year for volume 10.	73 50	
		W. K. Storey, subscription to Chicago Times.	12 00	
		W. L. Ogden, subscription to Chicago Tribune.	12 00	
		J. R. Lippincott & Co., stationery.....	29 90	
		N. Matson & Co., one ice-pitcher, waiter, and goblet, \$24; one goblet, \$11; one thermometer, \$8.25.	43 25	
		Jansen, McCullurg & Co., books and stationery.	136 99	
		D. Van Nostrand, books.....	10 88	
		G. A. Forsyth, freight and expressage on the above.	7 50	
		(The above were all purchased in June, 1873, for the use of the office at the headquarters of the Lieutenant-General, Chicago.)		500 00
20	G. H. Dobyns, Capt. and A. Q. M.	This amount now allowed him as a reimbursement of the amount paid by him to Messrs. Garland & Nash, of Little Rock, Ark., November, 1869, for legal services rendered in suits brought against him by certain parties while in the discharge of his duties as an officer of the United States Army.		944 84
Mar. 4	The United States ...	August 8, 1872, paid Chronicle Publishing Company for advertising General Order No. 58.		85 50
5	.....do.....	Paid Calhoun Benham, attorney, for professional services in California, in defending the interests of the United States in an action of ejectment, brought under the Argenti patent, to recover the Presidio tract near San Francisco, allowed by Simon Cameron, Secretary of War, January 15, 1862.		2,500 00
10	.....do.....	Paid to Mitchell & Dolph for professional services rendered Maj. A. J. Dallas, commanding Fort Vancouver, Wash., in suit Weedon vs. Dallas, in August, 1871.		100 00

## CONTINGENT FUND OF THE ARMY.

*Statement of contingent expenses of the military establishment, &c.—Continued.*

Date.	By whom paid.	To whom paid and for what purpose.	Amount.	Total.
1874. Apr. 1	The United States— Continued.	Paid to Sanford A. Hooper for removing 894 trees, at \$1.75 each, from the banks of the Minnesota River, under contract with J. N. Macomb, colonel engineers, United States Army, during the winter of 1873.	-----	\$1,564 50
Mar. 9	James R. Roche, disbursing clerk.	Paid, July 30, 1873, to the Chicago Evening Journal for advertisement relative to Montana Indian war-claims of 1867, dated March 24, 1873.	\$76 50	
		Paid, July 30, 1873, to the Rocky Mountain News, of Denver, Col., for advertisement relative to Montana Indian war-claims of 1867, dated March 24, 1873.	37 13	
		Paid, July 30, 1873, to the Saint Louis Democrat Company, for advertisement relative to Montana Indian war-claims of 1867, dated March 24, 1863.	45 00	
		Paid, August 13, 1873, to Lambert Kleitz, for first payment on account of building quarters for laundress at West Point, N. Y., as per agreement June 26, 1873.	5,000 00	
		Paid, August 15, 1873, to National Republican newspaper, subscription to August 1, 1873.	16 00	
		Paid, August 16, 1873, to Miss J. Coleman for books.	6 00	
		Paid, August 18, 1873, to the Saint Louis Globe for advertisement relative to Montana Indian war-claims of 1867, dated March 24, 1873.	36 52	
		Paid, August 18, 1873, to the San Francisco Alta for publishing General Orders No. 57, dated June 28, 1872.	12 50	
		Paid, September 10, 1873, to Lambert Kleitz for second payment on account of building quarters for laundress at West Point, N. Y.	1,300 00	
		Paid, September 13, 1873, to Lambert Kleitz for third payment.	2,100 00	
		Paid, September 25, 1873, to W. W. Washburn for portraits of Mr. Conrad, ex-Secretary of War.	90 00	
		Paid, September 25, to Lambert Kleitz for fourth payment.	1,050 00	
		Paid, September 25, to Lambert Kleitz for fifth payment.	1,050 00	
		Paid, September 30, 1873, to the Leavenworth Times for advertisement relative to Montana Indian war-claims of 1867, dated March 24, 1873.	33 9 5	
		Paid, October 23, 1873, to Lambert Kleitz for sixth payment on account of building temporary quarters for laundress at West Point.	1,500 00	
		Paid, October 29, 1873, to the Inter-Ocean for advertisement relative to Montana Indian war-claims of 1867.	76 80	
		Paid, October 29, 1873, to the Tribune Association of Denver for advertisement relative to Montana Indian war-claims of 1867, dated March 24, 1873.	22 25	
		Paid, October 29, 1873, to the Daily Alta California for advertisement relative to Montana Indian war-claims of 1867, dated March 24, 1873.	31 50	
		Paid, November 3, 1873, Lambert Kleitz for the seventh payment on account of building temporary quarters for laundress at West Point.	3,150 00	
		Paid, December 28, 1873, Lambert Kleitz eighth payment.	1,500 00	
		Paid, September 18, 1873, to Cincinnati Chronicle Company for advertisements in Times and Chronicle relative to Montana Indian war-claims of 1867, dated March 24, 1873.	69 00	
		Paid, July 16, 1873, George P. Rowell & Co. for one copy of Draper's Intellectual Development of Europe.	5 00	
		Paid, July 19, 1873, Robert Clarke & Co., books.	27 50	

*Statement of contingent expenses of the military establishment, &c.—Continued.*

Date.	By whom paid.	To whom paid and for what purpose.	Amount.	Total.
1874. Mar. 9	James R. Roche—Continued.	Paid, July 31, 1873, Bell & Bro., three dozen views of the War Department building.	\$45 00	
		Paid, August 1, 1873, General W. T. Sherman for freight and other expenses on pictures for War Department.	67 72	
		Paid, August 1, 1873, W. T. Barnard for mileage from Washington to Long Branch and return, via New York City, on official business, 322 miles, at 10 cents, \$32 20; mileage to Baltimore and return, 80 miles, at 10 cents, \$8.	60 90	
		Paid, August 6, 1873, to D. Huntington for painting portraits of Secretaries of War W. H. Crawford and C. M. Conrad, at \$300 each, and for expenses, \$10.	610 00	
		Paid, August 20, 1873, Adams Express Company, for freight on official papers of General Hardie.	22 50	
		Paid, August 20, 1873, Bell & Brother, for printing 13 photographs of War Department building.	13 00	
		Paid, August 25, 1873, W. T. Barnard, for mileage from Washington to Baltimore and return, on official business, 3 trips, 240 miles, at 10 cents.	24 00	
		Paid, August 28, 1873, The New York Observer, 2 copies, bound.	3 00	
		Paid, September 11, 1873, the Western Union Telegraph, for July, 1873.	101 65	
		Paid, September 17, 1873, Thomas Irwin, mileage from Washington to Harrodsburgh, Ky., and return, on official business, 1,492 miles, at 10 cents.	149 20	
		Paid, September 17, 1873, Capt. A. P. Caraher, Eighth Cavalry, for carriage for conveying Asst. Surg. A. A. Yeoman, U. S. A., insane, to the Government Hospital for the Insane, near Washington, \$8; room at the Ebbitt House for his attendance, \$2.50.	10 50	
		Paid, September 18, 1873, Adams Express Company, for transportation of Government property for July, 1873.	10 90	
		Paid, September 19, 1873, Adams Express Company, for transportation of Government property during August, 1873.	9 90	
		Paid, September 22, 1873, W. T. Barnard, for mileage to West Point and return, 564 miles, at 10 cents.	56 40	
		Paid Joseph Wall for mileage from Washington to Boston and return, on official business, 916 miles, at 10 cents.	91 60	
		Paid Josiah T. Young, for one Code of State of Iowa.	3 00	
		Paid, September 30, 1873, James R. Roche, for mileage from Washington to Boston and return, on official business, 916 miles, at 10 cents, \$91.60; from Washington to Philadelphia and return, 278 miles, at 10 cents, \$27.80; hack, \$5; telegram, \$2.75—\$7.75.	127 15	
		Paid, September 30, 1873, express charges on package of photographs of Lava Beds, ordered to accompany Inspector-General Hardie's report.	14 72	
		Paid, October 7, 1873, Lee & Walker, sheet and band music for Military Academy band at West Point.	952 60	
		Paid, October 9, 1873, J. C. Sinclair for superintending purchase of music for West Point Academy band, and inspecting the same.	15 00	
		Paid, October 31, 1873, Lieut. M. M. Mason for expenses incurred in subsisting Private Joseph Healy, Company F, Eleventh Infantry, insane, and the necessary guard while en route from Fort Griffin, Texas, to the Insane Asylum, Washington, D. C.	3 75	
		Paid, October 31, 1873, R. Cruitt, Jr., for carriage-hire on public business.	37 00	

*Statement of contingent expenses of the military establishment, &c.—Continued.*

Date.	By whom paid.	To whom paid and for what purpose.	Amount.	Total.
1874. Mar. 9	James R. Roche—Continued.	Paid, October 31, 1873, Western Union Telegraph Company month of September, 1873.	\$99 10	
		Paid, October 31, 1873, Western Union Telegraph Company month of October, 1873.	156 14	
		Paid, October 31, 1873, R. B. Mohun & Co. for books for library.	711 50	
		Paid, November 11, 1873, R. B. Mohun & Co. for books for library.	144 50	
		Paid, November 18, 1873, Henry T. Crosby acknowledging ten deeds.	5 00	
		Paid, November 18, 1873, recording deed . . .	1 75	
		Paid, November 20, 1873, Western Union Telegraph Company for October, 1873.	51 36	
		Paid, November 31, 1873, J. B. Campbell, captain Fourth Artillery, expenses paid for insane men in San Francisco and New York, en route to Washington.	12 37	
		Paid, November 26, 1873, to J. H. Baxter, lieutenant-colonel United States Army, for mileage from Derby Line, Vt., to Keokuk, Iowa, on official business, 1,381 miles, at 10 cents, \$138.10; from Keokuk, Iowa, to Washington, D. C., 1,017 miles, \$101.70.	239 80	
		Paid, December 4, 1873, to W. W. Belknap for mileage, on official business, to Keokuk, Iowa, and return, 2,034 miles; and to New York and return, two trips, 916 miles, at 10 cents, \$295; hack-hire, \$28; telegrams, \$18.11—\$46.11.	341 11	
		Paid, December 6, 1873, to R. B. Mohun & Co. for books.	353 00	
		Paid, December 15, 1873, to Mrs. Nathaniel McCrea, widow of Nathaniel McCrea, for mileage from Washington to Keokuk, Iowa, on official business, 1,017 miles, at 10 cents.	101 70	
		Paid, December 19, 1873, W. H. Barnes one volume "The American Government."	90 00	
		Paid, December 23, 1873, William S. Dupree for mileage from Washington to Cincinnati and return, on official business, 1,522 miles, at 10 cents.	122 20	
		December 26, 1873, paid John Welch for amount allowed by Secretary of War, in full satisfaction of wrongful arrest, as a deserter, by Captain Walker, recruiting service, United States Army.	100 00	
		December 30, 1873, Western Union Telegraph Company, month of November.	24 77	
		December 31, 1873, George C. Maynard, 33 pounds blue vitriol for telegraph office, at 18 cents.	5 94	
		December 31, 1873, Lee & Walker, music for band at West Point.	261 50	
		December 31, 1873, R. B. Mohun & Co. for books.	410 75	\$22 79 7
April 11	W. W. Van Ness.....	Paid, May 23, 1865, John S. Young for expenses in making arrests and conveying prisoners in New York by direction of Major-General Dix.		3 4
13	The United States ....	Paid, Macon and Western Railroad Company on account of transportation of refugees, &c., between various points during July and August, 1865.		1,457 5
June 12	J. B. Gibson, Lieut. First Artillery,	Paid, September 30, 1852, to M. P. Burns, M. D. for one month's medical attendance to the detachment.		20 00
12	A. J. McGonnigle, A. Q. M.	Paid, May 19, 1873, to Charles Beach and T. M. Arbuckle for services rendered in giving information leading to and assisting in the capture of two notorious horse thieves, on or about the 15th day of November, 1872.		50 00
12	D. B. Stover, A. Q. M..	Paid, November 30, 1863, to William Gilbert for 10 pounds of lard for hospital purposes at Camp Douglas, at 50 cents.	5 00	
		Paid, January 31, 1864, to William Gilbert for 20 pounds of lard, at 50 cents.	10 00	
		Paid, March 11, 1863, to William Gilbert for 40 pounds of lard, at \$1.	40 00	53 9

*Statement of contingent expenses of the military establishment, &c.—Continued.*

Date.	By whom paid.	To whom paid and for what purpose.	Amount.	Total.
1874.				
June 30	W. Butler Beck, Lieut. Fifth Artillery.	Paid, July 2, 1862, P. Hartman for ten sets of handcuffs, with lock and chain swivels, at \$1.50 per set—\$35; four sets of leg-shackles, with chain-swivels, at \$6 per set—\$24.	.....	\$59 00
	Hawkins Taylor, chairman of committee to examine claims in Department of Missouri.	Paid, July 10, 1863, to H. P. Spellman for services rendered as witness before the home guard pay commission at Saint Louis, Mo., per diem, twelve days—\$12; for mileage, 86 miles, at 5 cents—\$4.30.	\$16 30	
		Paid, July 10, 1863, James Crozier, for attendance as witness as above; mileage, 600 miles, at 5 cents, and per diem, \$1.	31 00	
		Paid, July 10, 1863, Francis A. Chamberlain, as above.	31 00	
		Paid, July 10, 1863, John B. Calhoun, for services as witness before the home guard pay commission at Saint Louis, Mo., per diem one day, \$1; mileage, 316 miles, at 5 cents per mile, \$15.80.	16 80	
		Paid, August 19, 1863, F. Everard for witness fees and transportation on the above case.	10 00	
		Paid, August 19, 1863, B. A. Matthews, as above.	10 00	
		Paid, August 19, 1863, P. H. Collins, as above.	10 00	
		Paid, August 19, 1863, M. H. Brawner, as above.	8 00	
July 10	The United States...	Paid Frank Clark for legal services rendered Thomas Gray, captain United States Army, and his subordinate officer, William P. Graves, in suits brought against them in the courts of Washington Territory for acts committed while acting in behalf of the United States, and for defending other parties for acts committed under their orders.	.....	133 10 1,500 00
July 27	H. W. Halleck, major-general.	Paid, January 5, 1862, to J. E. Tefft for services as hospital-steward from October 20 to November 31.	26 66	
		Paid, March 4, 1862, to T. G. Lansden & Co. for board and lodging for Mrs. Col. Medura and servant from February 24 to 26 inclusive, \$6; drayage, 50 cents—\$6.50; board and lodging for Mrs. Col. Hanson from February 24 to February 26, \$5; drayage, 50 cents—\$5.50; board and lodging for Mrs. Gen. Buckner and servant from February 24 to 26, and drayage, \$8.	20 00	
		Paid, May 27, 1862, Charles H. Howland, private, A, Third Missouri Volunteers, for commutation of quarters and fuel as secretary to assistant adjutant-general brigade United States Reserve Corps, from July 27, 1861, to August 28, 1861, inclusive, at \$10 per month—\$10.33; extra-duty pay, as above, from July 27 to August 28, 1861—\$7.75.	18 08	
Aug. 13	The United States...	Paid N. Gray & Co. for receiving and examining cases containing remains of Lieut. R. T. Stewart, United States Army, and procuring a certificate that it had been prepared in a proper and safe manner for transportation March 10, 1873.	.....	64 74 10 00
		Paid George A. Johnson & Co. for transporting the above from Yuma to San Francisco.		90 00
Aug 19	.....do.....	Paid William S. Hansell & Sons, for amount paid by them to the clerk of the circuit court United States, eastern district of Pennsylvania, for costs and charges and disbursements in suit of Oliver Woods vs. Standish F. Hansell et al., from July 12, 1872, to April 8, 1874.	.....	254 75
Sept. 3	.....do.....	Paid William S. Hansell & Sons, for amount paid by them to Samuel Bell, clerk of the United States circuit court, eastern district of Pennsylvania, for costs in making up the record in above suit.	.....	35 00

*Statement of contingent expenses of the military establishment, &c.—Continued.*

Date.	By whom paid.	To whom paid and for what purpose.	Amount.	Total.
1874. Sept. 24	J. R. Del Vecchio, A. Q. M.	Paid April 7, 1865, the Jeffersonville Railroad Company for transportation. Paid April 10, 1865, the Louisville and Frankfort and Lexington and Frankfort Railroads for transportation. Paid April 10, 1865, the Louisville and Nashville Railroad Company for transportation.	\$90 71 10 71 9 19	[ \$110 63 7 55
24	George W. Weeks, A. Q. M.	Paid April 29, 1871, to A. Krause, M. D., for medical attendance and medicine furnished Superintendent Sherer and family at National Cemetery, Jefferson City, Mo., from January 1, 1871, to March 23, 1871.		
25	James Waring, Lieut. Fourth Missouri Cavalry.	Paid John B. Waring, October 11, 1861, for one copy of Army Regulations, for use of staff officers of Fremont Hussars.		1 50
25	H. B. Sears, Lieut. Second Artillery.	Paid September 20, 1847, to Jos. Welsh for ten coats for sick in hospital, at \$5. One coffin, ordered for Lieutenant Winder.	50 00 12 50	
Oct. 21	The United States ....	Paid Henry H. Wells, Jr., for retainer, legal services, and expenses in suit of Mrs. Ann Bain et al. vs. Alexander Worrall, and Alexander Worrall vs. Bain, rendered by direction of the Attorney-General of the United States April 21, 1873.		62 50 200 00
23	S. E. Clark, Lieut. Second Infantry.	Paid June 11, 1874, to Marshall Davis & Co., for 12 barrels lime, at \$2.90 per barrel.		34 90
23	G. C. Smith, A. Q. M....	Paid Wells, Fargo & Co., March 13, 1873, for transporting the remains of Lieut. R. T. Stewart, Fifth Cavalry, United States Army, from San Francisco, Cal., to Erie, Pa.		267 00
Nov. 18	The United States ....	Paid L. D. Latimer, attorney at law, in full for legal services rendered the United States in suit entitled Joel S. Polack vs. S. M. Mansfield.		1,500 00
18	.....do .....	Paid Frank M. Pixley, attorney at law, in full for legal services rendered the United States in above suit.		1,500 00
				38,514 74

E. B. FRENCH,  
Second Auditor.

TREASURY DEPARTMENT,  
SECOND AUDITOR'S OFFICE, January 14, 1875.





MODOC WAR.

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LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

*Reports of the Quartermaster-General and Commissary-General of Subsistence, giving in detail the costs to those Departments of the Modoc War.*

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JANUARY 27, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT, *January 25, 1874.*

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Military Affairs, in compliance with request of said committee of May 9, 1874, reports of the Quartermaster-General and Commissary-General of Subsistence, giving in detail the costs to those Departments of the Modoc war, with names of claimants, and the amounts paid and remaining unpaid.

WM. W. BELKNAP,  
*Secretary of War.*

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WAR DEPARTMENT,  
QUARTERMASTER-GENERAL'S OFFICE,  
*Washington, D. C., June 26, 1874.*

SIR: I have the honor to transmit herewith detailed statements of the cost to the Quartermaster's Department of the Modoc war, giving names of persons, amounts, &c., paid and remaining unpaid, as required by request of House Military Committee of May 9, 1874, (copy herewith returned,) amounting in the aggregate to \$411,068.18.

The expenditure, as shown by these statements, is \$56,000 greater than that reported by Gen. Robert Allen, February 7, 1874, and which was communicated from this Office to Hon. James W. Nesmith, member of Congress, on that date.

These statements have just come to hand. It was impracticable to obtain them in time to present to Congress before adjournment.

I am, very respectfully, your obedient servant,

M. C. MEIGS,  
*Quartermaster-General, U. S. A.*

THE HON. SECRETARY OF WAR.

[Inclosures.]

HEADQUARTERS MILITARY DIVISION OF THE PACIFIC,  
OFFICE DEPOT QUARTERMASTER,  
San Francisco, Cal., June 12, 1874.

COLONEL: In compliance with telegram of the Quartermaster-General, U. S. A., dated May 13, 1874, I have the honor to transmit herewith inclosed, a list of the names and statement of indebtedness incurred for transportation furnished to the Government during the Modoc war, the amounts paid, and the amounts remaining unpaid, and to whom.

Very respectfully, your obedient servant,

A. R. EDDY,  
Deputy Quartermaster-General, U. S. A.

Additional to the amounts on inclosed report, I transferred to Lieutenants Grier, Fourth Artillery, and Bacon, First Cavalry, one thousand four hundred dollars, (\$1,400.) for disbursements on account of expenses incurred in the Modoc war.

A. R. EDDY,  
Deputy Quartermaster-General, U. S. A.

To Col. ROBERT ALLEN,  
Assistant Quartermaster-General, U. S. A.,  
Chief Quartermaster Military Division of the Pacific,  
San Francisco, Cal.

[Indorsement on preceding letter.]

HEADQUARTERS MILITARY DIVISION OF THE PACIFIC,  
OFFICE CHIEF QUARTERMASTER,  
San Francisco, Cal., June 15, 1874.

Respectfully transmitted to the Quartermaster-General of the Army.  
The statement of the chief quartermaster Department of the Columbia will be forwarded as soon as received. Lieutenant Grier's address is Boston, Mass.

ROBERT ALLEN,  
Assistant Quartermaster-General.

A.

List of the names of all persons in California and Oregon who furnished supplies and transportation to the Government during the Modoc war, the amount of each claim, what amount has been paid, and to whom.

No.	To whom paid.	Nature of claim.	Amount.
1	William M. Hoog .....	Transportation service .....	\$16,499 30
	William M. Hoog .....	do .....	91 22
	William M. Hoog .....	do .....	1,307 27
	William M. Hoog .....	do .....	35,582 56
	William M. Hoog .....	do .....	63,162 00
	William M. Hoog .....	do .....	414 98
	William M. Hoog .....	do .....	1,530 63
	William M. Hoog .....	do .....	112 75
	L. Autenreith .....	do .....	17 97
	William Henrietta .....	do .....	136 67
	Lewis Power .....	do .....	264 00
	Frank Kenyon .....	do .....	264 00
	Peter McCabe .....	do .....	40 00
	S. J. Wells .....	do .....	264 00
	William Burgett .....	do .....	8 50
	Francis H. Kenyon .....	do .....	40 00
	Lewis Land .....	do .....	40 00
	Thomas Potty .....	do .....	40 00
	James Sullivan .....	do .....	24 00
	William Morshead .....	do .....	80 00
	L. F. Smith .....	do .....	40 00
	Benjamin White .....	do .....	40 00

A.—List of the names of all persons in California and Oregon, &c.—Continued.

No.	To whom paid.	Nature of claim.	Amount.
	James Laird .....	Transportation service .....	\$50 00
	A. A. Coffey .....	do .....	60 00
	A. Garfield .....	do .....	40 00
	S. Gilbert .....	do .....	40 00
	Gilman Davis .....	do .....	40 00
	R. A. Clark .....	do .....	40 00
	Walter Laird .....	do .....	36 00
	Melville & Birney .....	do .....	81 00
	E. A. Reid .....	do .....	46 25
	Pitt River Bridge Company .....	do .....	19 75
	Total .....		120,452 91
	William M. Hoog .....	For supplies .....	132 09
	Total paid .....		120,585 00

B.

Amount remaining unpaid, and to whom.

No.	To whom due.	Nature of service.	Amount.
	William M. Hoog .....	Transportation service .....	Coin. \$283 80
	L. Antenreith, due to William M. Hoog .....		
	George H. Johnson & Co., transportation of .....	5 officers at \$90 each .....	52 50
		234 enlisted men, at \$45 each .....	450 00
		10 laundresses, at \$45 each .....	10,530 00
		43 tons of baggage, at \$32.50 ton .....	450 00
	Lewis Power .....	Transportation service .....	1,397 50
	Peter McCabe .....	do .....	232 00
	S. J. Wells .....	do .....	504 00
	Francis H. Kenyon .....	do .....	240 90
	Lewis Land .....	do .....	264 00
	Thomas Potty .....	do .....	160 00
	James Sullivan .....	do .....	136 00
	William Morshead .....	do .....	136 00
	L. F. Smith .....	do .....	208 00
	Benjamin White .....	do .....	56 00
	James Laird .....	do .....	56 00
	A. A. Coffey .....	do .....	50 00
	A. Garfield .....	do .....	60 00
	S. Gilbert .....	do .....	40 00
	Gilman Davis .....	do .....	24 00
	R. A. Clark .....	do .....	24 00
	Total amount unpaid .....		15,377 80

List of the names of all persons in California and Oregon who furnished supplies and transportation to the Government during the Modoc war; the amount of each claim; what amount has been paid; and the amount remaining unpaid, and to whom; by Lieut. Col. A. R. Eddy, Deputy Quartermaster-General, U. S. A., chief quartermaster Department of California.

Total amount, and to whom paid from April 1, 1873, to June 1, 1874, (see list marked A, filed herewith) .....	\$120,585 00
Total amount remaining unpaid, and to whom due, (see list marked B, filed herewith) .....	15,377 80
Aggregate .....	135,962 80

Respectfully submitted.

A. R. EDDY,  
Deputy Quartermaster-General, U. S. A.

## CHIEF QUARTERMASTER'S OFFICE, DEPARTMENT OF THE COLUMBIA,

Portland, Oreg., June 11, 1874.

COLONEL: In accordance with your telegram of May 14, I have the honor to inclose herewith a statement, with names of parties who furnished supplies, transportation, &c., during the Modoc war, and who have actually been paid; also, a statement of claims still unsettled, with names of parties to whom due.

These statements have been compiled as carefully as possible, but the former is still incomplete, some few accounts having been settled by Lieut. Col. R. Saxton, late chief quartermaster, Lieut. M. C. Grier, now out of the service, and Capt. R. Pollock, Twenty-first Infantry. The latter has been called on for report, which, when received, will be immediately transmitted.

Very respectfully,

R. N. BATCHELDER,

Major and Quartermaster, U. S. A., Chief Quartermaster.

Col. R. ALLEN, Assistant Quartermaster-General, U. S. A.,

Chief Quartermaster Military Division of the Pacific, San Francisco, Cal.

*Claims on account of Modoc war, remaining unpaid, vouchers in Washington, D. C.*

## TRANSPORTATION AND SERVICES.

Ager, J. B .....	\$96 00	Graham, R. H .....	\$151 35
Noble, A .....	224 00	Horn, David .....	3,861 24
Attafer, George .....	192 00	Do .....	1,404 00
Evans, James .....	110 00	Kafader, J. ....	40 50
Evans, A. W. ....	200 00	Kenyon, Frank .....	264 00
Porter, C. W. ....	192 00	La Lakes .....	43 75
Laird, W. L. ....	90 00	Do .....	64 00
Combs, W. J. ....	60 00	McKay, Thomas .....	42 50
Watson, S. W. ....	196 00	Manningo and Ish .....	100 00
Woodworth, C. ....	216 00	Dewitt, R. O. ....	67 50
Bradley, James .....	64 00	Repp, Henry .....	70 05
Snider, J. M. ....	216 00	Walton, Benson .....	75 00
Burch, H. ....	64 00	Payne, E. ....	90 00
Pearson, John .....	72 00	Murray, John .....	90 00
Louisignant, J. ....	72 00	Haywood, Z. ....	90 00
Godfrey, B. A. ....	192 00	Lee, Gus .....	92 50
Parker, Martin .....	160 00	Hathaway, W. ....	75 00
Phifer, George F. ....	256 00	O'Neil, John .....	62 50
Cooley, John .....	232 00	Delore, P. ....	187 50
Thomas, W. M. ....	232 00	Oiseau, Louis .....	62 50
Davidson, V. L. ....	8 00	Wright, John .....	55 00
Davidson, G. A. ....	200 00	Delore, John .....	200 00
Davidson, J. R. ....	160 00	Gentry, James .....	10 00
Fletcher, J. H. ....	200 00	Parker, G. W. ....	400 00
Blundell, V. ....	160 00	Shaffer, R. S. ....	240 00
Chamberlin, R. ....	112 00	Pasley, Moses .....	396 00
Markham, J. B. ....	208 00	Chapman, J. H. ....	320 00
Howard, R. T. ....	208 00	McManus, P. ....	416 00
Beaughner, J. ....	32 00	Pratt, Newton .....	330 00
Williams, J. W. ....	260 00	Davidson, S. R. ....	200 00
Beach, Jay .....	25 00	Clarke, John .....	192 00
Kafader, John .....	140 00	Conley, C. C. ....	216 00
Loringer, Charles .....	30 00	Frost, Albert .....	200 00
Lindsay, James .....	75 00	Evans, T. B. ....	100 00
McKay, Donald .....	133 32	Coombs, Pierce .....	75 00
McKenzie, T. T. ....	25 00	Johnson, William .....	290 00
Pullins, W. M. ....	110 00	Doland, C. ....	110 00
Riddle, T. F. ....	75 00	Hughes, C. ....	240 00
Riddle, Toby .....	75 00	Glenn, J. C. ....	110 00
Robinson, H. ....	25 00	Clark, J. N. ....	2,744 83
Ream, Dr .....	115 60	Martin, A. ....	250 00
Stump, F. M. ....	1 25	Riddle, E. ....	41 19
Ferree, D. J. ....	75 00	Whittle, R. ....	10 00
Swan, L. ....	467 46	McKay, D. ....	22 00
Gentry, James .....	37 50	Graham, R. H. ....	151 35

*Claims on account of Modoc war, &c.—Continued.*

## TRANSPORTATION AND SUPPLIES.

Anderson, Thomas.....	\$560 00
Ticknor, H. E.....	272 00
	<hr/>
	21, 179 39

## SUPPLIES.

Clelland and Walbridge.....	50 47
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TRANSPORTATION AND SERVICES.—*Voucher in Chief Quartermaster's Office, Department of Columbia.*

Clark, J. N.....	\$1, 477 98
	<hr/>
Total .....	22, 707 84

*Amounts paid on account of Modoc war.*

## SUPPLIES.

Ish, Jacob.....	\$2, 220 00	Van Bremmer, B. F.....	\$1, 544 37
Ish, R.....	1, 750 00	Ferree, D. J.....	419 58
Auteureith, L.....	19 60	Manning, J. W.....	37 00
Ball, Edgar, coin.....	6, 176 62	Mayer, Jacob.....	68 46
Beech, F.....	605 76	Ball, Edgar.....	6, 433 62
Beach, Jay.....	76 50	Martin, Alexander.....	4, 432 33
Couly, C. C.....	8 96	Ish, Jacob.....	654 20
Clelland & Walbridge.....	292 50	Ball, Edgar.....	4, 400 00
Do.....	8, 360 00	Horton, W. H.....	146 56
Dorris, P. A.....	8 00	Whittle, Robert.....	25 23
Do.....	107 86	Looseley, John.....	46 30
Ferree, D. J.....	424 00	Ferree, D. J.....	391 00
Fairchild, J. A.....	75 00	Looseley, John.....	39 20
Ish, Jacob.....	2, 244 63	Stukel, Stephen.....	6 00
McConnell & McMannus.....	146 51	Pratt, S.....	6 00
Martin & Co.....	57 74	Small, Judson.....	11 50
Nurse, George.....	65 88	Pratt, S.....	61 88
Swan, L.....	857 33	Horton, William.....	22 08
Small, Judson.....	113 17	Do.....	9 00
Walbridge, J. M.....	75 00	Nurse, George.....	597 24
Ball, Edgar, coin.....	4, 080 00	Do.....	9 00
Fairchild, J. A.....	128 32	Glenn, John.....	5 25
Huseman, L., coin.....	566 98	Stukel, Stephen.....	13 37
Huseman, L.....	877 42	Nurse, George.....	144 23
White & Martin.....	105 90	Pratt, C.....	67 37
Manning, J. W.....	26 42	Do.....	12 00
Nurse & Miller.....	20 67	La Tourette, John.....	280 00
Woods, S. & Co.....	15 23	Van Bremmer, C.....	437 16
Brown, O. T.....	553 68	Applegate, J. D.....	487 86
Nurse, George.....	60 00	Beach, Jay.....	10 50
Boddy, Louisa.....	24 00	Schneider, Charles.....	1, 193 50
Colwell, Dan.....	44 00	Looseley, John.....	70 00
Boddy, Louisa.....	120 00	La Tourette, John.....	27 30
Ball, Edgar.....	60 00	Fairchild, J. A.....	70 00
Colwell, Dan.....	150 00	Applegate, Henry.....	699 32
True, J. M.....	180 00	Do.....	265 37
Ferree D. J.....	247 97	Diggles, H. J.....	804 00
Nurse, George.....	602 70	Thomas, George.....	29 70
Stukel, Stephen.....	873 95	Schneider, Charles.....	91 00
McDowell, M.....	332 28	Meambra, A.....	2, 502 95
Schneider, Charles.....	241 30	Fairchild, John.....	547 17
Do.....	545 20	Walbridge, H. W.....	136 53
Miller, J. H.....	405 87	Ball, E., & Bro.....	254 43
Poe, J. M.....	9 24	Dolan, P. H.....	70 44
Schneider, Charles.....	302 08	Beach, Jay.....	4 00
Bybee & Colwell.....	60 00	Abbott, Charles.....	53 62
Ish, W. L.....	14 76	Stukel, Stephen.....	275 38
Langell, Arthur.....	157 30	Langel, Arthur.....	125 00
Schneider, Charles.....	1, 051 36	Ish, Richard.....	55 00
Applegate, Henry.....	313 74	Meambra, A.....	373 90
Whitney, E.....	38 00	Spencer, James.....	15 00
Beach, Jay.....	45 57	Shearn, J. H.....	15 96

*Amounts paid on account of Modoc war, &c.—Continued.*

## SUPPLIES.

Marks, S. & Co.....	\$22 73	Cahon, A.....	\$482 00
Dollarhide, J. W.....	7 50	Beveridge, J.....	64 00
Kelly, D. C.....	16 90	Cooley, J.....	16 00
Manning & Ish.....	70 00	Colver, L.....	210 00
Robb & Kahler.....	17 58	Davidson, S.....	8 00
Horatio, Simpkins.....	7 95	Fletcher, J. H.....	20 00
Ish, Jacob.....	2,524 89	Gove, Walter.....	398 00
Do.....	301 46	Horn, David.....	120 00
Snyder, Charles.....	6 80	Howard, R. T.....	16 00
Manning, J. W.....	31 28	Markham, J.....	16 00
Glenn, James T.....	39 13	Riddle, T. F.....	160 00
Vickers, William.....	22 16	Ross, J. E.....	420 00
White & Martin.....	279 33	Snoden, H.....	378 00
McConnell & McManus.....	20 64	Williams, J. W.....	20 00
White, L. J.....	7 87	Webb, H. L.....	20 00
White & Martin.....	7 87	Walbridge, H. W.....	6,007 00
Robb & Kahler.....	10 28	Blundell, V. D.....	16 00
Martin, A.....	44 25	Davidson, G. A.....	20 00
Manning & Ish.....	56 36	Davidson, J. R.....	16 00
Ish, J.....	2,671 00	Thomas, W. M.....	16 00
Purvis, James.....	17 72	Parker, G. W.....	1,200 00
Manning & Ish.....	43 90	Godfrey, B.....	672 00
Robb & Kahler.....	1 94	Dolance, P. H.....	246 00
Manning & Ish.....	7 23	Haywood, Z.....	205 00
Martin, A.....	28 30	Young, W.....	218 66
Raynes & Pyle.....	67 80	Gentry, J.....	205 00
McConnell & McManus.....	18 49	Benson, W.....	205 00
Soule, Stephen H.....	6 82	Williams, Geo.....	205 00
McConnell & McManus.....	1,247 73	Stewart, J.....	185 00
Ish, J.....	1,036 78	Godfrey, B.....	379 62
McConnell & McManus.....	1,104 59	Manning & Ish.....	5,694 80
Ish, J.....	789 31	Ish, Jacob.....	3,465 00
Raynes & Pyle.....	37 59	Anderson, T.....	630 00
Wallbridge, H. M.....	76 80	Huseman, L.....	36 00
McConnell & McManus.....	55 74	Ticknor, H. C.....	736 00
Martin & Co.....	58 10	Miller, A. H.....	1,740 00
McConnell & McManus.....	34 10	Ish, Jacob.....	7,336 00
Ish, Jacob.....	2,012 66	Autenreith, L.....	120 00
McGrath, Thomas.....	6 90	Ager, J. B.....	524 88
Ish, J.....	1,885 57	Anderson, T.....	82 50
Wallbridge, J. M.....	76 04	Beveredge, J.....	128 00
Raynes & Pyle.....	3 41	Bassett, C.....	60 00
Fliner & Dumas.....	32 50	Brain, A. J.....	233 20
Martin & Co.....	44 68	Bradley, J.....	763 22
McMunain, William.....	7 93	Busch, H.....	113 05
Laird, W. T.....	16 13	Cahon, A.....	240 00
Barron, H. F.....	16 13	Colver, L.....	30 00
Huseman, L.....	24 69	Chase, Geo.....	104 00
Walbridge, T. M.....	77 50	Clelland & Walbridge.....	751 67
Raynes & Pyle.....	6 80	Cooley, J.....	93 09
Martin & Co.....	162 34	Diggles, H. J.....	2,010 80
Musgrave, Samuel.....	15 68	Delore, Peter.....	95 00
Terwilliger, P. S.....	6 72	Duffy, James.....	476 08
Casey, H.....	4 48	Ferree, D. J.....	80 00
Munain, William.....	5 86	Fields, H.....	125 00
Brady, John.....	15 52	Fairchilds, J.....	128 00
Best, J. C.....	4 44	Giddings, A. H.....	548 00
Miller, J.....	8 22	Gordon, D.....	88 00
Sexton, D.....	8 22	Gove, W.....	30 00
McMunain, William.....	7 50	Hart, A.....	128 00
		Hefner, J.....	132 48
Total.....	\$79,685 73	Johnson, H.....	64 00
TRANSPORTATION AND SERVICES.		Ish, Jacob.....	974 03
Nurse, George.....	2,092 50	Do.....	20,815 37
		Lee, A.....	40 00

Amounts paid on account of Modoc war, &c.—Continued.

SUPPLIES.

La Lakes.....	\$139 75	Clark, Owen.....	\$50 00
Lind, C. A.....	72 00	Beekman, C. C.....	15 55
McConnell & McMannus, coin..	3, 680 08	Kennedy, Wesley.....	24 00
Manning & Ish.....	2, 441 00	Barclay, J.....	38 75
Meamber, A.....	2, 784 75	Webb, H. L.....	4 50
Martin, A.....	17, 856 57	Payne, Samuel.....	50 00
Nurse, Geo.....	6, 836 13	Webb, H. L.....	151 25
Penpraise, P.....	80 00	Do.....	328 00
Dorris, P. H.....	12 00	Baker, Chas.....	92 50
Power, L.....	264 00	Gentry, James.....	152 00
Parker, G. W.....	80 00	Wallace, Joseph.....	42 50
Quigley, H.....	240 00	Fisher, Ang.....	285 00
Ross, J. E.....	580 00	Campbell, J. M.....	75 00
Do.....	160 00	Brunette, John.....	120 00
Sachs, J.....	436 34	Walton Benson.....	75 00
Suaden, H.....	522 00	Brown, A. J.....	87 50
Smith, J. L.....	80 00	Nurse, George.....	2, 115 75
Trafton, C.....	173 00	Beach, Joseph.....	40 00
White, B. C.....	240 00	Hicks, Wm.....	35 00
Walbridge, H. W.....	232 00	Brown, A. J.....	175 00
Webb, H. L.....	125 33	Ware, W. M.....	32 50
Flavel, G., coin.....	348 00	Schneider, Chas.....	184 50
Fairchilds, J. A.....	115 00	McKay, Thos.....	51 25
Kilgore, J.....	50 00	Manning & Ish.....	38 75
Blow, T.....	40 00	La Lakes.....	63 75
Anderson, T.....	35 00	Rings, F.....	302 20
McKay, Donald.....	200 00	Kafader, John.....	104 00
Land, L.....	240 00	McKay, Donald.....	162 00
Kafader, John.....	82 50	Nurse, George.....	90 00
Miller, A. H.....	1, 740 00	Gasquet, H.....	455 00
Ish, Jacob.....	7, 336 00	Beach, Jay.....	48 75
Martin, Alex.....	18, 511 39	Gasquet, H.....	481 00
Nurse, Geo.....	1, 495 00	Harrison, J. O.....	25 00
Land, Lewis.....	43 60	Bell, James.....	24 00
McDowell, M.....	108 00	Langhlin, J.....	20 00
Loosey, John.....	20 00	Swan, L.....	283 00
Land, Lewis.....	305 00	Ring, F.....	12 80
Beach, Jay.....	38 75	Rulison, Nelson.....	117 30
Poe, J. M.....	21 00	Shearn, J. H.....	4 06
Beach, Jay.....	16 00	Schmidt & Werholt.....	14 00
Ferree, D. J.....	22 00	McBean, Frank.....	175 95
Cooler, George.....	62 66	Martin & Co.....	104 10
Igo, Albert.....	144 00	Do.....	34 70
McKay, Donald.....	73 75	Miller, John.....	20 00
O'Neil, John.....	180 00	Reid, E. A.....	15 00
Garrett, Albert.....	180 00	Eaton, James.....	30 00
Anderson, Thomas.....	180 00	Nurse, George.....	1, 755 00
Seigbut, Horace, coin.....	63 33	Manning & Ish.....	36 20
Forsyth, Wm.....	100 00	Do.....	53 45
Payne, Samuel.....	100 00	Do.....	47 19
Ware, W. M.....	70 00	Lay, Franklyn.....	16 00
Pixman, Fred.....	202 50	Luze, W. W.....	82 00
Spurgeon, H. S.....	137 50	Neil, Jno. W.....	80 00
La Lakes.....	172 50	Martin, Alex.....	1, 488 00
Manning & Ish.....	55 00	Giddings, A. H.....	64 00
Taylor, Joseph.....	312 00	Land, Lewis.....	184 00
Woodson, John.....	160 00	Nurse, Geo.....	2, 092 50
Wells, S. J.....	160 00	Manning & Ish.....	52 70
Schneider, Charles.....	68 50	Martin, Alex.....	1, 440 00
Payne, Samuel.....	47 50	Giddings, A. H.....	240 00
Do.....	75 00	Manning & Ish.....	122 45
Thatcher, H. M.....	75 00	Giddings, A. H.....	64 00
Lang, Thos.....	155 00	Land, Lewis.....	37 50
Ish, Jacob.....	11, 980 03	Campbell, J. M.....	75 00
Sachs, Isaac.....	1, 229 72	Miller, A. H.....	125 00

*Amounts paid on account of Modoc war, &c.—Continued.*

## SUPPLIES.

Baker, Charles.....	\$62 50	Kessler & Son.....	\$25 56
Fisher, August.....	20 00	Abbott, Chas.....	14 21
Gentry, James.....	100 00	Hallick, John.....	10 00
Markham, Richard.....	80 00	Wells, Fargo & Co.....	7 56
Campbell, J. M.....	100 00	Dickson, Benj.....	12 00
Wallace, Joseph.....	100 00	Carriek, E.....	9 36
Roberts, W. H.....	27 50	Wells, Fargo & Co.....	12 00
Miller, A. H.....	125 00	Do.....	2 95
Shannon, M.....	147 05	Dickson, Benj.....	12 00
Williams, Geo.....	40 00	Peck, Geo. H.....	50 00
Land, Louis.....	72 18	McConnell & McManus.....	21 76
Haine, Arthur.....	35 65	Clarkson, J.....	3 50
Shannon, M.....	147 05	Pay-roll.....	112 00
Bennett, John.....	80 00	McConnell & McManus.....	11 70
Shannon, M.....	142 00	Swan, L.....	5 65
Webb, H. L.....	98 75	Cronemiller & Co.....	23 33
Giddings, A.....	75 00	Vickers, Wm.....	129 11
Gentry, James.....	75 00	McConnell & McManus.....	2, 387 64
Wallace, Joseph.....	75 00	Gay, F.....	112 36
Fisher, August.....	75 00	Dean, G. L.....	11 89
Maguire, James.....	17 50	Marks, S.....	618 16
Giddings, A.....	20 00	Fehely, T.....	44 94
Truel, J. M.....	7 50	Bushey, D.....	20 00
Ware, Walter M.....	7 50	Phillips, —.....	50 57
Lacy, C. R.....	12 50	Centre, J.....	33 91
Do.....	67 50	Bushey, D.....	20 33
Lennox, John.....	52 50	Rose, L. A.....	67 80
Lane, Joseph.....	17 50	Hanley, M.....	101 69
Brown, A. J.....	70 00	Manning & Ish.....	125 42
Haine, Arthur.....	125 00	Ross, J. C.....	33 91
Bennett, John.....	21 33	Woodson, J. P.....	50 86
Payne, E.....	55 00	Garrett, M. H.....	50 86
Walton, Benson.....	75 00	Manning & Ish.....	233 65
Land, Louis.....	8 47	Gage, Wm.....	50 86
Marks, S. & Co.....	10 80	Gage, Neal.....	50 86
Judge & Nunen.....	2 27	Ish, J.....	101 73
Donegan, Patrick.....	11 36	Chambers, Wm.....	58 86
Cronemiller & Co.....	91 12	Kubli & Wilson.....	305 09
Manning, W.....	320 00	Manning & Ish.....	264 80
Receipt roll.....	61 68	Do.....	28 81
Vose, Samuel.....	12 00	Slagle, J. W.....	158 20
White & Martin.....	33 90	Do.....	259 85
Dickson, Benj.....	4 00	Rose, L. A.....	910 00
Manning, J. W.....	480 00	Martin & Co.....	474 00
Ryan, J. P.....	67 80	McConnell & McManus.....	15 21
White & Martin.....	17 65	Manning & Ish.....	90 00
Vose, Samuel.....	12 00	McConnell & McManus.....	69 00
Manning, J. W.....	210 00	Martin & Co.....	126 50
Clarkson, J.....	9 04	Niday, Ella.....	7 02
Wells, Fargo & Co.....	15 34	Rice, Ruby.....	19 22
Huseman, L.....	6 89	Grubb, J. L.....	101 69
Clarkson, J.....	9 10		
Swan, L.....	33 52	Total.....	172, 711 81
Dickson, Benj.....	12 00		

## RECAPITULATION.

Accounts for supplies paid.....	\$79, 685 73		
Accounts for transportation and services paid.....	172, 711 81		
			\$252, 397 54
Accounts for supplies unpaid.....	50 47		
Accounts for transportation and services unpaid.....	22, 657 37		22, 707 84
Total.....			275, 105 38
Respectfully submitted.			

R. A. BATCHELDER,  
Major and Quartermaster United States Army, Chief Quartermaster.



CHIEF QUARTERMASTER'S OFFICE,  
DEPARTMENT OF THE COLUMBIA,  
Portland, Oregon, July 13, 1874.

SIR: Referring to communication from this office dated June 11, 1874, transmitting statement of expenses incurred on account of the Modoc war, I have the honor to transmit, herewith, report of Captain R. Pollock, Twenty-first Infantry, showing names of civilians employed and amounts paid by him during the war, and respectfully request that it be filed with the former papers.

Very respectfully, your obedient servant,

HENRY W. JONES,  
Captain and Assistant Quartermaster, U. S. A.,  
in Charge of Office.

Colonel R. ALLEN,  
Assistant Quartermaster General U. S. A.,  
Chief Quartermaster Military Division Pacific,  
San Francisco, Cal.

[First indorsement.]

HEADQUARTERS DIVISION PACIFIC,  
OFFICE CHIEF QUARTERMASTER,  
San Francisco, July 18, 1874.

Respectfully transmitted to the Quartermaster-General of the Army, Washington, D. C.

ROB. ALLEN,  
Assistant Quartermaster-General.

[Second indorsement.]

QUARTERMASTER-GENERAL'S OFFICE,  
Washington, D. C., July 31, 1874.

Respectfully forwarded to the Hon. Secretary of War, in connection with the statements of expenditures, in detail, transmitted to the Hon. Secretary of War June 26, 1874, being additional expense, not heretofore reported.

M. C. MEIGS,  
Quartermaster-General U. S. Army.

No. 1.—List showing name, service, &c., of civilian employes hired and paid by Capt Robert Pollock, Twenty-first Infantry, at Fort Klamath, Oreg., during the Modoc war.

Date.	Name.	How employed.	Amount.
Nov. 28 to Nov. 30, 1872	Edward Penning .....	Packer .....	\$5 00
Dec. 1 to Dec. 4, 1872	do .....	do .....	6 50
Dec. 1 to Dec. 31, 1872	Thomas Laing .....	Corkradora .....	80 00
Dec. 18 to Dec. 24, 1872	James McGinness .....	Packer .....	11 66
Dec. 20 to Dec. 31, 1872	Henry White .....	do .....	30 00
Dec. 6 to Dec. 20, 1872	P. S. Lindsay .....	do .....	37 50
Dec. 27 to Dec. 31, 1872	William Hathaway .....	do .....	12 50
Dec. 17 to Dec. 31, 1872	Louis Webber .....	do .....	42 00
Dec. 18 to Dec. 31, 1872	James H. Halleck .....	do .....	39 78
Dec. 18 to Dec. 31, 1872	John Hendricks .....	do .....	39 78
Dec. 18 to Dec. 31, 1872	Frank Riddle .....	do .....	39 78
Dec. 18 to Dec. 31, 1872	Arthur Porter .....	do .....	31 81
Dec. 7 to Dec. 31, 1872	James Wallace .....	Teamster .....	62 50
Dec. 1 to Dec. 31, 1872	James Murray .....	Expressman .....	155 00
Dec. 1 to Dec. 8, 1872	Allan Dale .....	Guide .....	20 00
Dec. 6 to Dec. 14, 1872	Thomas McKay .....	Expressman .....	45 00
Jan. 1 to Jan. 31, 1873	Owen Clark .....	Guide, &c. .....	75 00
Jan. 1 to Jan. 31, 1873	Thomas Laing .....	Corkradora .....	80 00
Jan. 1 to Jan. 31, 1873	Henry White .....	Packer .....	75 00
Jan. 1 to Jan. 9, 1873	Louis Webber .....	do .....	25 56
Jan. 1 to Jan. 9, 1873	J. G. Halleck .....	do .....	25 56
Jan. 1 to Jan. 9, 1873	J. Hendricks .....	do .....	25 56
Jan. 1 to Jan. 9, 1873	Frank Riddle .....	do .....	25 56
Jan. 1 to Jan. 9, 1873	William Hathaway .....	do .....	22 50
Jan. 1 to Jan. 7, 1873	Arthur Porter .....	do .....	15 90
Jan. 19 to Jan. 28, 1873	Joseph Beach .....	do .....	20 00
Jan. 21 to Jan. 31, 1873	Major Overton .....	do .....	18 33
Jan. 22 to Jan. 31, 1873	Donald Trainor .....	do .....	25 00
Jan. 1 to Jan. 31, 1873	Joseph Wallace .....	Teamster .....	75 00

No. 1.—List showing name, service, &c., of civilian employes, &c.—Continued.

Date.	Name.	How employed.	Amount.
Jan. 18 to Jan. 21, 1873	William Hathaway	Expressman	\$20 0
Jan. 21 to Jan. 31, 1873	Samuel Payne	do	35 0
Jan. 28 to Jan. 29, 1873	Frederick Loosely	do	10 00
Dec. 10, 1872, to Jan. 31, 1873	Dave Hill	Guide and interpreter	122 50
Jan. 22 to Jan. 31, 1873	James Miller	Boat-builder	40 00
Feb. 1 to Feb. 7, 1873	Dave Hill	Guide and interpreter	17 50
Feb. 1 to Feb. 20, 1873	James Miller	Boat-builder	60 0
Feb. 6 to Feb. 28, 1873	David Lambert	Chief packer	61 72
Feb. 1 to Feb. 28, 1873	William Hicks	Packer	75 00
Feb. 10 to Feb. 28, 1873	Benson Walton	do	47 50
Feb. 1 to Feb. 7, 1873	William Moody	do	17 50
Feb. 1 to Feb. 10, 1873	Major Overton	do	16 66
Feb. 15 to Feb. 18, 1873	Charles De Jarles	do	10 00
Feb. 1 to Feb. 6, 1873	Henry White	Teamster	15 0
Feb. 1 to Feb. 7, 1873	Joseph Wallace	do	17 50
Mar. 1 to Mar. 31, 1873	H. M. Thatcher	Guide and interpreter	75 00
April 1 to April 30, 1873	Sam Bayne	do	75 00
May 1 to May 31, 1873	do	do	75 00
June 1 to June 30, 1873	do	Expressman	75 00
Total			2,083 00

ROB. POLLOCK,  
Captain Twenty-first Infantry

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
Washington, November 30, 1874.

Official copies:

E. D. TOWNSEND,  
Adjutant-General

WAR DEPARTMENT,  
OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,  
Washington, D. C., June 11, 1874.

SIR: Referring to the request of the Committee on Military Affairs, House of Representatives, of the 9th ultimo, calling for list of names of all persons in California and Oregon who furnished subsistence supplies to Government during Modoc war, amount of each claim, what amount has been paid and to whom paid, and what amount remains unpaid and to whom due, referred by you to this Office May 14, 1874, for report, and in compliance therewith, respectfully invite your attention to the inclosed reports from the chief commissaries of subsistence of the Departments of California and Columbia, and also that of this Office, giving the information called for.

It will be seen from these reports that all subsistence stores purchased by this Department during the Modoc war have been paid for.

I have the honor to be, very respectfully, your obedient servant,

A. E. SHIRAS,

Acting Commissary-General of Subsistence.

The Hon. SECRETARY OF WAR.

*Report of subsistence stores purchased in California and Oregon, by officers of the United States Army serving in the field during the late Modoc war, with names of parties from whom purchased, &c., not included in the report made by Lieut. W. H. Boyle, Twenty-first Infantry, acting chief commissary of subsistence, Department of Columbia.*

From whom purchased.	Bacon.	Beef.	Flour.	Peas.	Coffee.	Sugar.	Vinegar.	Candles.	Soap.	Salt.	Pepper.	Amount paid.	Remarks.
John H. Miller	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	85 06	All the subsistence stores have been paid for to the parties who furnished them, none remaining unpaid.
H. Applegate	2 131											213 12	
G. Schneider	2 3294											504 30	
H. Applegate	3 635											953 60	
C. Schneider	3 904											330 40	
C. N. Young	3 395											39 50	
A. Newman	1 010											123 01	
Do	416											50 69	
Do	495											51 79	
Putnam Land	5 329											523 94	
D. Elling	5 479											523 04	
John Fairchild	1 343											134 94	
J. P. A. Dorris	3 943											590 34	
Do	10 080											320 56	
Do	12 960											1 610 40	
Do	7 986											1 046 23	
Do			500									69 50	
McConnell & McManus												107 83	
George Nurse	1 052											175 00	
John Fairchild	1 750		550	79	46	79		12				136 57	
John Edmund	345											188 75	
Do	345		400	59	46	59	4	13	36	15		197 31	
George Nurse												957 63	
Do	1 925											923 96	
Do	2 611											949 28	
Do	2 185											253 66	
Do	2 2633											273 42	
Do	2 465											93 00	
Do	2 667											921 00	
Jay Beach												596 90	
Do												227 88	
Alexander Martin			12 578										
Sacks & Bro.	9034												
Alexander Martin	45	50	674	9	6	9							
Total	1, 6734	72, 7994	14, 0953	147	98	147	8	1113	1181	171	24	9, 737 12	

**A. E. SHIRAS,**  
*Acting Commissary General Subistence.*

OFFICE COMMISSARY GENERAL SUBSISTENCE,  
Washington, June 11, 1874.

[Telegram.]

Maj. W. W. BURNS,  
*Commissary Subsistence, San Francisco, Cal.:*

WASHINGTON, D. C., May 14, 1874.

Following information called for by House Military Committee, viz: List of names of all persons in California and Oregon who furnished subsistence-supplies to Government during Modoc war, amount of each claim, what amount has been paid and to whom paid, and what amount remains unpaid and to whom due. Report at once by mail.

A. E. SHIRAS,  
*Acting Commissary-General Subsistence.*

SAN FRANCISCO, May 15, 1874.

Forwarded to Lieutenant Boyle, who will call upon Captain Bell for the information and report.

WILLIAM W. BURNS,  
*Major and Chief Commissary Subsistence.*

Lieutenant BOYLE,  
*Acting Chief Commissary Subsistence, Portland, Oreg.*

SUBSISTENCE OFFICE, DIVISION OF THE PACIFIC,  
 105 STOCKTON STREET, SAN FRANCISCO, CAL., May 26, 1874.

COLONEL: In pursuance of your telegram of the 14th instant I have the honor to submit herewith the reports of the chief commissaries of the Departments of California and Columbia, who had all the administrative control of these purchases.

There are no data to be found in this office relating to these purchases.

Very respectfully, your obedient servant,

WILLIAM W. BURNS,  
*Major and Chief Commissary Subsistence.*

Col. A. E. SHIRAS,  
*Acting Commissary-General Subsistence, Washington, D. C.*



[Inclosures.]

OFFICE CHIEF COMMISSARY OF SUBSISTENCE,  
 DEPARTMENT OF THE COLUMBIA,  
 Portland, Oreg., May 16, 1874.

MAJOR: I have the honor to acknowledge the receipt of your telegram of yesterday. Inclosed please find the required reports of persons from whom subsistence-stores were purchased during the last Modoc war. All the stores have been paid for, none remaining unpaid.

Very respectfully, your obedient servant,

W. W. BOYLE,  
*First Lieutenant Twenty-first Infantry, Aid-de-camp,  
 Acting Chief Commissary Subsistence, Department Columbia.*

Maj. WILLIAM W. BURNS,  
*Commissary Subsistence, United States Army, Chief Commissary  
 Subsistence, Division of the Pacific, San Francisco, Cal.*

Report of subsistence stores purchased in the Department of the Columbia during the late Modoc war, and names of persons who purchased.

From whom purchased.*	Racon.	Beef.	Flour.	Hard bread.	Beans.	Rice.	Coffee.	Sugar, brown.	Vinegar.	Candles.	Soap.	Salt.	Pepper.	Crushed sugar.	Amount.
White & Martin	Lbs. 270	Lbs.	Lbs. 495	Lbs.	Lbs. 54	Lbs.	Lbs. 364	Lbs. 54	Galls.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$94 81
F. Opitz				27, 542											1, 377 10
White & Martin															497 86
Alex Martin	2, 032 1/2	50	67 1/2		9		6	9			2 1/2				18 00
McConnell & McManus	148		28	3 1/2	3 1/2		3 1/2	3 1/2							7 90
Max Miller	997														55 00
A. Fisher & Brother.	183														33 70
Louis Land		3, 690													362 00
Van Bremer & Brother		1, 850													185 00
Henry Applegate		990													103 21
George Thomas		925													93 50
Charles Schneider		933					306	557							111 96
Handy & Roberts							797	797							201 48
Sacks & Brothers	347 1/2					193 1/2	1, 023				593				338 26
G. K. Rowall						225 1/2									40 79
M. Mac & Brother.	349 1/2														994 75
Fisher & Brother.	1, 000 1/2	190	108												79 00
John Orth															254 41
White & Martin					14 1/2		1 1/2	14 1/2	1		3 1/2	3 1/2	3 1/2		13 45
Cleland & Walbridge							1, 925	1, 553						1, 068	899 73
White & Martin	1, 324 1/2						1, 391	1, 063		10					834 14
Stots & Brothers	2, 296						1, 863	1, 995							693 05
Fisher & Brother	2, 044 1/2						1, 051	2, 044 1/2							1, 174 93
Morris Mcuser							883	1, 114							593 67
G. Rowall								1, 925							358 46
Joseph Lang				5, 000								100			569 19
Horace Gasquet															13 00
Louis Land		2, 325					40	60				90			233 50
McConnell & McManus	300		400		50										131 77
Fisher & Brother	500														114 94
Kessler & Son															90 42
Cleland & Walbridge											378	438 1/2	43		180 76
Cleland & Co									333	390	90	618 1/2			266 00
Joseph Lang	903			4, 900											499 66
J. R. Neil															171 56
Cleland & Walbridge															1 55
Charles Schneider		3, 784 1/2													378 43
Henry Applegate		4, 590													459 00
Louis Land		400													40 00
Muller & Radford		94					4	6							3 53
Cleland & Walbridge	18														15

*Report of subsistence stores purchased in the Department of the Columbia, &c.—Continued.*

From whom purchased.*	Bacon.	Beef.	Flour.	Hard bread.	Beans.	Rice.	Coffee.	Sugar, brown.	Vinegar.	Candles.	Soap.	Salt.	Pepper.	Crushed sugar.	Amount.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Galls.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
Joseph Lang.....		9,095½		40											\$4 70
George Nurse.....															1,032 26
Arthur Langal.....		300													94 00
Henry Applegate.....		870													87 00
Louis Land.....		490													49 00
Charles Schneider.....		2,417													941 70
George Nurse.....		9,193													949 38
Edward Fleming.....		12,525													1,064 62
Do.....		7,681													1,652 86
G. Karowaki.....				3,711½											333 62
R. Rahli.....				600											53 94
L. Solomon.....				218											14 70
White & Martin.....				3,163											284 23
Sacha & Brothers.....				696½											61 71
P. L. Ryan.....				692											55 92
Total.....	10,523½	61,412½	1,068½	38,842	9,131	421	6,720½	10,770½	334	412½	998½	1,185½	43 5-16	1,088	16,985 66

\* All the subsistence stores have been paid for to the parties who furnished them, none remaining unpaid.

W. W. BOYLE,

First Lieutenant Twenty-first Infantry, A. D. C.,  
Acting Chief U. S. Department Columbia.

HEADQUARTERS DEPARTMENT OF CALIFORNIA,  
OFFICE OF THE CHIEF COMMISSARY AND  
PURCHASING COMMISSARY OF SUBSISTENCE,  
San Francisco, Cal., May 18, 1874.

SIR: I have the honor to acknowledge the receipt from you of the following communication:

[Copy of telegram.]

"WASHINGTON, D. C., May 14, 1874.

"Following information called for by House Military Committee, viz:

"List of names of all persons in California and Oregon who furnished subsistence-supplies to Government during Modoc war, amount of each claim, what amount has been paid, and to whom paid, and what amount remains unpaid and to whom due. Report at once by mail.

"A. S. SHIRAS,

"Acting Commissary-General of Subsistence.

"Maj. W. W. BURNS,

"Commissary-Subsistence, San Francisco, Cal.

"Official copy respectfully furnished Capt. Thomas Wilson, chief commissary-sub-sistence, Department California, who will report hereon.

"WILLIAM W. BURNS,

"Major and Chief Commissary-Subsistence.

"OFFICE CHIEF COMMISSARY-SUBSISTENCE, DIVISION PACIFIC,

"San Francisco, May 16, 1874."

I have the honor to append herewith, marked A, a list of all the subsistence supplies shipped by me from the depot of San Francisco to the troops operating in the Modoc country during the Modoc war.

Of these, the only supplies purchased by me *specially*, for shipment to the troops, &c., engaged in that war, were as follows, viz:

Names of persons from whom bought and to whom payment was made.	Article.	Quantity.	Amount paid.	Amount remaining unpaid and to whom due.
James Dunn, California Cracker Com- pany.	Hard bread .....	<i>Pounds.</i> 26,050	\$1,844 88	Nothing.
J. A. Folger & Co .....	Roasted and ground coffee	240	72 98	Do.
T. H. Hatch & Co .....	Codfish .....	100	10 59	Do.
	Total .....		1,928 45	

The remaining supplies shipped as per list were sent from those obtained for the supply generally from this depot of the troops in the whole Military Division of the Pacific, and which, in consequence, would probably have been consumed had the Modoc war not been going on, except that perhaps more flour than hard bread, and more fresh beef than bacon, would have been used by these troops in a state of peace.

I have, therefore, the honor to report, that for such supplies purchased by me, there remains nothing unpaid, and there is no one to whom anything is due.

Very respectfully, your obedient servant,

THOMAS WILSON,

Capt. and Com. Sub., Bt. Brig. Gen'l U. S. A.,  
Chief Com. Sub. Dep't, Cal., Depot C. S. M. D. Pac.

Maj. W. W. BURNS,

Chief Commissary Subsistence Military  
Division of the Pacific, San Francisco, Cal.

Statement showing the quantity of subsistence shipped to the Modoc country in 1873 from the San Francisco depot by Capt. Thomas Wilson, C. S. U. S. A.

Number of Invoice.	Date of Invoice.	To whom shipped.	Bacon.	Flour.	Hard bread.	Beans.	Rice.	C. R. coffee.	Roasted and ground coffee.	Tea.	Brown sugar.	Vinegar.	Candles.	Remarks.
1	1873.													
2	Jan. 20	A. C. S., Yreka, Siskiyou County, Cal.	3,473	4,500	4,500	730		530			657	90	524	M. C. Galer, January 20.
3	Jan. 22	A. C. S., Company E, Twelfth Infantry, Yreka, Cal.	1,346	1,600	1,600	240		280			251	18	35	M. C. Galer, February 21.
4	Feb. 20	A. C. S., Yreka, Cal.			12,000									E. W. Stone, March 21.
5	Mar. 31	do												E. W. Stone, April 16.
6	Apr. 11	A. C. S., Colonel Gillem's troops, headquarters Lava Beds, via Yreka, Cal.	3,750		5,000	720		520			746	414	70	M. C. Galer, April 11.
7	Apr. 15	A. C. S., Yreka, Cal.			5,000									E. W. Stone, August 1, Jacksonville.
8	Apr. 18	A. C. S., Captain Mendenhall's troops, Lava Beds, via Yreka, Cal.	1,882	2,500	2,500	480		260			437	214	35	G. G. Greenough, May 2, camp Lava Beds.
9	Apr. 19	A. C. S., Captain Mendenhall's troops, via Reading, Cal.		250										G. G. Greenough, May 4, camp Lava Beds.
10	Apr. 22	A. C. S., Captain Mendenhall's troops, Montgomery Creek, via Reading, Cal.												G. G. Greenough, May 19, camp south of Lava Beds.
11	Apr. 28	A. C. S., Yreka, Cal.	3,797	1,000	1,000	840						454	105	E. W. Stone, May 8, Yreka.
12	Apr. 30	do	2,303	10,000	10,000	1,560		1,040			1,506	1134	1224	E. W. Stone, May 28, Yreka.
13	May 13	do								40				E. W. Stone, May 28.
14	May 15	do												E. W. Stone, May 28.
15	May 16	A. C. S., Lava Beds, via Yreka, Cal.	9,528	24,000	24,000	2,400	800					2404		Transportation to Grier, Lava Beds.
16	May 17	do		600										Do.
17	May 20	do						2,340			2,518		3674	Do.
18	May 20	A. C. S., Yreka, Cal.	7,081	600	24,450	2,400	700	2,470	240		3,641	212	3674	Transportation, E. W. Stone.
19	May 29	A. C. S., Yreka, Cal.												
		Total	33,140	1,200	90,300	9,360	1,500	7,410	240	40	10,756	7424	1,155	



Statement showing the quantity of subsistence shipped to the Modoc country in 1873, &c.—Continued.

Number of Invoice.		Date of Invoice.	To whom shipped.										Remarks.				
			Soap.	Pine salt.	Pepper.	Tobacco.	Ham.	Assorted crackers.	Lava coffee.	Cut loaf sugar.	Crushed sugar.	Syrup.	Cayenne pepper.	Codfish.			
			Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Galls.	Lbs.	Lbs.			
1	1873	A. C. S., Yreka, Siakiyon County, Cal.	240	200	25	168	168	168	168	168	168	168	168	168			
2	Jan. 20	A. C. S., Company E, Twelfth In-	120	100	25	168	168	168	168	168	168	168	168	168			
3	Jan. 22	fantry, Yreka, Cal.	180	200	25	168	168	168	168	168	168	168	168	168			
4	Feb. 20	A. C. S., Yreka, Cal.	180	200	25	168	168	168	168	168	168	168	168	168			
5	Mar. 31	do	180	200	25	168	168	168	168	168	168	168	168	168			
6	Apr. 11	A. C. S., Colonel Gillem's troops,	180	200	25	168	168	168	168	168	168	168	168	168			
7	Apr. 15	headquarters Lava Beds, via	180	200	25	168	168	168	168	168	168	168	168	168			
8	Apr. 18	Yreka, Cal.	180	200	25	168	168	168	168	168	168	168	168	168			
9	Apr. 22	A. C. S., Yreka, Cal.	180	200	25	168	168	168	168	168	168	168	168	168			
10	Apr. 28	A. C. S., Captain Mendenhall's	180	200	25	168	168	168	168	168	168	168	168	168			
11	Apr. 30	troops, Lava Beds, via Yreka, Cal.	180	200	25	168	168	168	168	168	168	168	168	168			
12	May 13	A. C. S., Captain Mendenhall's	180	200	25	168	168	168	168	168	168	168	168	168			
13	May 15	troops, via Reading, Cal.	180	200	25	168	168	168	168	168	168	168	168	168			
14	May 16	A. C. S., Captain Mendenhall's	180	200	25	168	168	168	168	168	168	168	168	168			
15	May 17	troops, Montgomery Creek, via	180	200	25	168	168	168	168	168	168	168	168	168			
16	May 20	Reading, Cal.	180	200	25	168	168	168	168	168	168	168	168	168			
17	May 29	A. C. S., Yreka, Cal.	180	200	25	168	168	168	168	168	168	168	168	168			
Total			3,304	3,900	225	5,140	829	300	500	450	2,500	13	3	100			
</																	

Statement showing the quantity of subsistence shipped to the Modoc country in 1873, &amp;c.—Continued.

Number of Invo.	Date of Invoice.	To whom shipped.	Raisins.	Pickles.	Oysters.	Lobsters.	Tomatoes.	Green corn.	Green peas.	Lima beans.	Sweet-potatoes.	Peaches.	Apples.	Pine-apples.	Remarks.
1	1873.														
2	Jan. 20	A. C. S., Yreka, Shafter County, Cal.	Lbs.	Bottles.	Oans.	Cans.	Cans.	Cans.	Cans.	Cans.	Cans.	Cans.	Cans.	Cans.	M. C. Gaier, January 20.
3	Jan. 22	A. C. S., Company E, Twelfth Infantry, Yreka, Cal.													M. C. Gaier, February 21.
4	Feb. 20	A. C. S., Yreka, Cal.		12	24		48	48			48	24			E. W. Stone, March 21.
5	Mar. 31	do													E. W. Stone, April 16.
6	Apr. 11	A. C. S., Colonel Gillem's troops, headquarters Lava Beds, via Yreka, Cal.													M. C. Gaier, April 11.
7	Apr. 15	A. C. S., Yreka, Cal.													E. W. Stone, Aughat 1, Jacksonville.
8	Apr. 18	A. C. S., Captain Mendenhall's troops, via Lava Beds, Yreka, Cal.													G. G. Greenough, May 2, camp Lava Beds.
9	Apr. 19	A. C. S., Captain Mendenhall's troops, via Reading, Cal.													G. G. Greenough, May 4, camp Lava Beds.
10	Apr. 22	A. C. S., Captain Mendenhall's troops, Montgomery Creek, via Reading, Cal.													G. G. Greenough, May 19, camp south of Lava Beds.
11	Apr. 28	A. C. S., Yreka, Cal.		48	96		96	96		96	96	96			E. W. Stone, May 8, Yreka.
12	May 13	do	50		144	240	120	96	48	48		192	96	96	E. W. Stone, May 28, Yreka.
13	May 15	do													E. W. Stone, May 25.
14	May 16	A. C. S., Lava Beds, via Yreka, Cal.		48			96	96							E. W. Stone, May 26.
15	May 17	do													Transportation to Grier, Lava Beds.
16	May 20	do													Do.
17	May 29	A. C. S., Yreka, Cal.													Do.
		Total	50	108	264	240	360	336	48	144	144	408	96	96	Transportation, E. W. Stone.

Statement showing the quantity of subsistence shipped to the Modoc country in 1873, &amp;c.—Continued.

Number of Invoice.	Date of Invoice.	To whom shipped.	Milk	Mustard.	Lemon-flavor extract	Vanilla-flavor extract	Worcestershire sauce.	Yeast powders.	Bicarbonate of soda.	Cream of tartar.	Lard.	Butter.	Pine-apple cheese.	Pears.	Remarks.
	1873.		Oans.	Lbs.	Bottles.	Bottles.	Bottles.	Boxes.	Lbs.	Lbs.	Lbs.	Lbs.	No.	Oans.	
1	Jan. 20	A. C. S., Yreka Siskiyou County Cal.													M. C. Gaier, January 20.
2	Jan. 22	A. C. S., Company E, Twelfth In-													M. C. Gaier, February 21.
3	Feb. 20	fantry, Yreka, Cal.													E. W. Stone, March 21.
4	Mar. 31	A. C. S., Yreka, Cal.	48				36	96			96		12	24	E. W. Stone, April 16.
5	Apr. 11	do													M. C. Gaier, April 11.
6	Apr. 15	A. C. S., Colonel Gillem's troops, headquarters Lava Beds, via Yreka, Cal.													E. W. Stone, August 1, Jackson-
7	Apr. 18	A. C. S., Yreka, Cal.													ville,
8	Apr. 19	A. C. S., Captain Mendenhall's troops, Lava Beds, via Yreka, Cal.													G. G. Greenough, May 2, camp
9	Apr. 22	A. C. S., Captain Mendenhall's troops, via Reading, Cal.													Lava Beds.
10	Apr. 28	A. C. S., Captain Mendenhall's troops, Montgomery Creek, via Reading, Cal.													G. G. Greenough, May 4, camp
11	Apr. 30	A. C. S., Yreka, Cal.	48				36	48			96	192	12		G. G. Greenough, May 19, camp
12	May 13	do	192	12	48	48	72	480	12	24	192	64	8		south of Lava Beds.
13	May 15	do													E. W. Stone May 8, Yreka.
14	May 16	A. C. S., Lava Beds, via Yreka, Cal.						48			96	192			E. W. Stone, May 25, Yreka.
15	May 17	do													E. W. Stone, May 25.
16	May 20	do													E. W. Stone, May 26.
17	May 29	A. C. S., Yreka, Cal.													Transportation to Grier, Lava
		Total	288	12	48	48	144	672	12	24	480	448	32	24	Beds.
															Do.
															Do.
															Transportation, E. W. Stone.

Official copies:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
Washington, June 16, 1874.

E. D. TOWNSEND, Adjutant-General.



SUPPLEMENTAL ESTIMATE FOR THE INDIAN SERVICE.

L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*An estimate of appropriations required to meet liabilities contracted on account of the Indian service for the fiscal year ending June 30, 1874, and prior years.*

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JANUARY 27, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 21, 1875.*

SIR: I have the honor to transmit herewith a copy of a report, dated the 19th instant, from the Commissioner of Indian Affairs, together with the "supplemental estimate of appropriation required to meet liabilities contracted on account of the Indian service for the fiscal year ending June 30, 1874, and prior years, amounting in the aggregate to \$70,618.80," therein mentioned.

The subject is respectfully presented for the favorable consideration of Congress.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

The SPEAKER of the House of Representatives.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 19, 1875.*

SIR: I have the honor to submit, herewith, for the favorable consideration of the Department and of Congress, a supplemental estimate of appropriations required to meet liabilities contracted on account of the Indian service for the fiscal year ending June 30, 1874, and prior years, amounting in the aggregate to \$70,618.80.

Very respectfully, your obedient servant,

EDW. P. SMITH,  
*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

*Estimate of appropriations required for the service of the fiscal year ending June 30, 1874, and prior years, by the Indian Department.*

General object. (Title of appropriation.)	Detailed objects of expenditure and explanations.	Estimated amount which will be required for each object of expenditure.
Collecting and subsisting Apaches of Arizona and New Mexico.	Peter B. Brannum, for supplies furnished the Rio Verde reservation, Arizona, in the second quarter, 1874.	\$232 00
Do.....	Paul Brown, for transporting stone, lumber, &c., from Beal's Springs to Colorado River Reservation, from January 23 to February 14, 1874.	860 15
Do.....	William Gentry, for services as teamster, at the Mescalero Apache agency, New Mexico, in March and April, 1874.	76 50
Do.....	Paul Dowlin, for supplies furnished the same agency in May, 1874.	96 00
Do.....	Aristide Bourguet, for 15,426 pounds of beef furnished the Southern Apache agency, New Mexico, in May, 1874.	1, 079 22
Do.....	I. P. Chase, for supplies furnished the Southern Apache agency, New Mexico, during the fiscal year ending June 30, 1874.	563 30
Do.....	George B. Duncan, for services rendered as issue-clerk at Southern Apache agency, New Mexico, in January, 1874.	60 00
Do.....	Henry Duane, for services as physician at the Southern Apache agency, New Mexico, in fourth quarter, 1873.	200 00
Do.....	Andrew Berger, for services rendered as blacksmith at the Southern Apache agency, New Mexico, in second quarter, 1874.	33 25
Do.....	W. H. Corbusier, for services rendered as physician at Camp Date Creek, Arizona, from April 1 to May 4, 1873.	56 04
Do.....	Kelley & Stephens, for supplies of garden-seeds furnished the Rio Verde reservation, Arizona, in May, 1873.	61 00
Do.....	A. G. Buttner, for hire of one horse for service at Rio Verde reservation, from May 1 to June 29, 1873.	60 00
Do.....	S. C. Aguirre, for services rendered, hire of teams, &c., May, 1874, plowing, &c., at the Rio Verde reservation, Arizona.	473 00
Do.....	I. Williams, agent, for expenses incurred in April, 1874, in traveling on Government business in connection with the service at the Rio Verde reservation, Arizona.	20 00
Contingencies Indian Department.	Missouri River, Fort Scott and Gulf Railroad Company, for transporting, in 1871, certain Wyandotte and Shawnee Indians from Kansas City to Baxter Springs, en route to the Indian Territory.	600 00
Do.....	Joseph D. Gurnae, for services rendered as clerk at the La Pointe agency, Wisconsin, in June and August, 1873.	118 50
Fulfilling treaty with Chipewas of Lake Superior.	For this amount to meet liabilities contracted on account of the service at the La Pointe agency, Wisconsin, during the fiscal year ending June 30, 1874, as per statement of I. L. Mahan, agent, on file in the Indian-Office.	6, 353 40
Fulfilling treaty with Poncas.	Joseph Allen, for cows, calves, and bulls, furnished for the service at the Ponca agency, Dakota, in June, 1874.	1, 475 00
Do.....	Peter Orphan, for 2,170 pounds of fresh beef furnished for the same agency in June, 1874.	151 90
Do.....	Christian Hartman, for 8,284 pounds of fresh beef furnished for the same agency in April, 1874.	579 55
Fulfilling treaty with Navajoes.	For this amount to meet liabilities contracted on account of service rendered by employes, purchases of supplies, &c., at the Navajoe agency, New Mexico, during the fiscal year ending June 30, 1874, as per vouchers on file in the Indian-Office, certified by Agent W. F. M. Army.	2, 669 39
Fulfilling treaty with Sioux of different tribes, including Santee Sioux of Nebraska.	For transportation furnished in the removal of Whetstone agency, from White River, Dakota, to their new reservation in Dakota, in 1872 and 1873, by various parties.	22, 361 96
Incidental expenses Indian service in Arizona.	For this amount to meet liabilities contracted for services rendered and expenses incurred in conducting the affairs of the Moqui Pueblo Indian agency, in Arizona, during the fiscal year ending June 30, 1874, as per estimate of Agent Defrees, dated April 2 and June 20, 1874.	1, 336 32
Incidental expenses Indian service in New Mexico.	Johnson & Koch, for supplies furnished for Pueblo agency, New Mexico, in February, 1874.	32 70
Do.....	J. L. Gould, for services rendered as special agent, in November, 1874, at the Navajoe agency, and for traveling expenses incurred in returning to his home.	322 00
Do.....	W. W. Owen, for this amount advanced to Indian employes for herding, during the first and second quarters and part of the third quarter, 1873, at Navajoe agency, New Mexico.	32 00

*Estimate of appropriations required for the service, &c.—Continued.*

General object. (Title of appropriation.)	Detailed objects of expenditure and explanations.	Estimated amount which will be re- quired for each detailed object of expenditure.
Incidental expenses Indian service in New Mexico.	Lionel Ayers, for this amount advanced in goods and money to Indian employes at Navajoe agency, New Mexico, during the first and second quarters, 1873.	\$536 00
Do.....	Lionel Ayers, for goods furnished principal chiefs and headmen of the Navajoe Indians during the first and second quarters, 1873.	228 00
Do.....	Thomas D. Burns, for supplies, &c., furnished for the service at the Abiquiu agency, New Mexico, during the fiscal ending June 30, 1874.	677 11
Do.....	Charles Roselle, for services rendered as teamster and laborer at Abiquiu agency, New Mexico, in second quarter, 1874.	105 00
Do.....	Serfine Chacon, for repairing an ambulance belonging to the Abiquiu agency, New Mexico, in February, 1873.	12 00
Do.....	Francisco Griego, for hire of team for the service at the Cimarron agency, New Mexico, in April, 1874.	10 00
Do.....	Francisco Griego, for salary as interpreter at Cimarron agency, New Mexico, in May, 1874.	55 55
Do.....	W. A. Crocker, for services rendered as issue-clerk at the same agency in May, 1874.	53 33
Do.....	Maurice Franer, for supplies furnished for the same agency in February, 1874.	29 63
Incidental expenses Indian service in Oregon.	For this amount to meet liabilities contracted on account of the Indian service at Siletz agency, Oregon, during the fiscal year ending June 30, 1874, as per statement of Agent J. H. Fairchild, on file in the Indian-Office.	10, 405 34
Incidental expenses Indian service in Utah.	For this amount to meet liabilities contracted on account of services rendered by employes at the Uintah Valley agency, Utah, during the second quarter, 1874, as per vouchers on file in the Indian-Office.	1, 475 00
Incidental expenses Indian service in California.	For this amount to be applied in payment for certain articles of clothing manufactured by the Mission and Pacific Woolen Mills, of San Francisco, Cal., under contract made in 1873 by Hon. J. V. Farwell, acting in behalf of the Indian Department, but not delivered, owing to a misunderstanding as to the quantity required for the service in California during said year.	7, 262 00
Incidental expenses Indian service in Utah.	Maurice K. Parsons, for 20,593 pounds of fresh beef furnished the Uintah Valley agency, Utah, under contract, in June, 1874.	1, 956 33
Incidental expenses Indian service in Washington.	For this amount, to be applied in the payment of liabilities contracted in 1868 and 1869 by late agent, H. C. Hale, in conducting the affairs of the Tulalip Indian agency, in Washington Territory, as per statement of Samuel K. Ross, brevet colonel, United States Army, and late superintendent Indian affairs, on file in the Indian-Office.	7, 553 44
	Total amount .....	70, 618 80

C





FORT HARKER MILITARY RESERVATION.

LETTER

FROM

THE SECRETARY OF WAR,

IN RELATION TO

*The quantity of land included within the boundaries of the Fort Harker military reservation, Kansas.*

JANUARY 27, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT, *January 23, 1875.*

The Secretary of War has the honor to report to the House of Representatives, for the information of the Committee on Military Affairs, in reply to a letter of the chairman of said committee, dated May 9, 1874, inclosing House bill No. 2533, and requesting information relative to the quantity of land included within the boundaries of the Fort Harker military reservation, in the State of Kansas, and the number and value of the buildings thereon, that according to General Orders No. 6, series of 1866, from headquarters Department of the Missouri, (copy herewith, marked A,) the military reservation at Fort Harker contains sixteen square miles. A tracing of a map of the reservation is herewith inclosed, (marked B.) This reservation was formerly known as Fort Ellsworth. The change of name was promulgated in General Orders No. 22, series of 1866, from headquarters Department of the Missouri, (copy herewith, marked C.)

A tracing of the ground-plan of the post, which is herewith furnished, (marked D,) indicates the number, location, and nature of the public buildings on the reservation.

As the buildings are still required for the purpose of sheltering troops during the winter, the Secretary of War would respectfully recommend that the buildings and a small reservation around them—say three miles square—be retained in the possession of the Government, to meet any necessity for sheltering troops which may arise, and that he be authorized to relinquish the rest of the reservation; and that if any portion of the reservation not required by the War Department is donated to the State of Kansas, it be with the proviso that in exchange therefor the State will cede to the United States jurisdiction over the military reservations in the said State.

It is proper to add that there is a private claimant to 160 acres in the center of this reservation, viz, Arthur Larkin, who claims the W.  $\frac{1}{2}$  of

## FORT HARKER MILITARY RESERVATION.

the S. W.  $\frac{1}{4}$  of section 36, and the E.  $\frac{1}{2}$  of the S. E.  $\frac{1}{4}$  of section 35, in township 15 south, range 8 west, purchased from one Joseph Lehman, whose patent is dated September 20, 1866.

WM. W. BELKNAP,  
*Secretary of War.*

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A.

[General Orders No. 6.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,  
*Saint Louis, Mo., September 23, 1866.*

Subject to the approval of the Secretary of War, the military reservation of Fort Ellsworth is designated as follows:

Sections 22, 23, 24, 25, 26, 27, 34, 35, and 36 of township 15, range 8, west of the principal meridian, and sections 19, 30, and 31 of township 15, range 7, west of the principal meridian, and sections 1, 2, and 3, township 16, range 8, west of the principal meridian, and section 6, township 15, range 7, west of the principal meridian, the same containing sixteen (16) square miles.

By command of Major-General Hancock.

JOHN P. SHERBURNE,  
*Assistant Adjutant-General.*

Official:

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B.—Map.

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C.

[General Orders No. 22.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,  
*Fort Leavenworth, Kans., November 17, 1866.*

1. By direction of the Secretary of War, the name of the post heretofore known as Fort Ellsworth will be changed to *Fort Harker*, in commemoration of the name and services of the late General Harker, United States Volunteers, who was killed in battle at the assault on Kenesaw.

\* \* \* \* \*

By command of Major-General Hancock.

CHAUNCEY MCKEEVER,  
*Assistant Adjutant-General.*

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D.—Map.

○

FRANK A. PAGE.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The case of Frank A. Page, asking to be reinstated in the Army.*

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JANUARY 27, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT, *January 20, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Military Affairs, in compliance with its request of the 13th instant, copy of letter of Frank A. Page, dated January 17, 1874, asking to be reinstated in the Army, with copies of the accompanying papers.

With reference to that portion of the letter of said committee requesting the report made upon said papers by the Judge Advocate-General, the Secretary of War begs leave to state that such reports are considered as confidential in their character, and made solely for the information of the Executive, and he does not consider it for the interest of the public service to furnish a copy of said report.

WM. W. BELKNAP,  
*Secretary of War.*

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WASHINGTON, D. C., *June 17, 1874.*

SIR: I have the honor to submit, herewith, evidences as to my character and standing as an officer and a gentleman while I was in the service of the United States; also evidence relating to the business transactions upon which the recent charges against me were based; also my own affidavits relating to the same business transactions; also evidence as to the manner in which I have, as a business man, discharged my obligations arising in the course of business transactions generally, and letters and testimonials as to my general character and standing. I have the honor to request that you will give these papers your consideration, and if you shall deem them of sufficient importance to warrant it, I request that you will revise the proceedings of the general

court-martial in my case, as published in General Court-Martial Orders No. 42, dated War Department, Adjutant-General's Office, Washington, May 27, 1874, and that I be nominated to the Senate for re-instatement in the Army.

In submitting this request, I would respectfully invite your attention to the finding upon the second charge, which convicts me of the crime of falsehood and actual fraud, which, I submit, is not sustained by the evidence. Major-General Hancock, in his remarks, says: "In order to constitute fraud, there must be a knowledge that the property belongs to another and a design to deprive him of it." "If these are wanting, it is not fraud." The evidence does not show any design on my part to deprive the United States of the amount of the claim presented by Capt. Thomas H. Norton, neither does it show that the claim thus presented by Captain Norton was false and fraudulent, but on the contrary, as it was paid, the presumption would be that it was correct and just; while, as to the other accounts presented, it is in evidence that I endeavored to prevent the accounts held by Messrs. J. H. Squier & Co. from being presented, and took them up as soon after they had been presented as possible; while, as to the accounts presented by the insurance company, it is shown that I had given the Pay Department notice that the accounts ought not to be paid, and it is also shown that I never sold those accounts to that company, though the court, in its finding to each of the specifications, convicts me of having so sold them. General Hancock remarks that the sale is not sustained by the evidence.

The finding of the court to the second and third specifications to the third charge convicts me of having sold my pay-accounts to the Piedmont and Arlington Life Insurance Company, which is not sustained by the evidence, and also convicts me of having used my official position in the Army to deceive and defraud, and yet there was not a particle of evidence that any one had been defrauded. In law, the presumption is always in favor of the accused; and, in order to convict, it must be shown not only that a crime has been committed, but that the accused committed it, and that he intended to commit it. In this case it was not shown that I defrauded any one, or that any one was defrauded in any way, or even that I intended to defraud any one, but it was *presumed* that I intended to defraud, and on that presumption I was convicted.

In this connection, I would respectfully invite your attention to my own affidavits, the evidence submitted as to character, and the remarks of the Secretary of War in the case of Lieutenant Geddes, General Court-Martial Orders No. 28, War Department, Adjutant-General's Office, September 18, 1872. In many respects my case is similar to that of Lieutenant Geddes. My previous reputation has been good. I have done some service in the field, as is shown by the loss of my right arm, and I ask you to give the matter your most serious consideration before you decide that I must go through life with a disgraceful stigma attached to my name, which no good conduct can ever entirely efface. Give me an opportunity to retrieve myself, and I will show you that the lesson of my trial will not be lost upon me.

I am, sir, very respectfully, your obedient servant,

FRANK A. PAGE,

*Late Second Lieutenant, United States Army, (retired.)*

Hon. W. W. BELKNAP,  
*Secretary of War.*

[Inclosures.]

DEPARTMENT OF THE INTERIOR, PENSION-OFFICE,  
*Washington, D. C., June 11, 1874.*

I, J. H. Sylvester, hereby testify that I well knew Lieut. Frank A. Page, late Forty-fourth United States Infantry, for at least eight years; that he was a faithful officer, attentive to his duties, of good habits, and, I firmly believe, honest and upright in his business transactions. I knew of him in the volunteer service, and was intimately acquainted with him in the regular service, and know whereof I testify. His reputation among his fellow-officers was good.

J. H. SYLVESTER,  
*Late Adjutant and First Lieutenant, Forty-fourth Infantry.*

Subscribed and sworn to before me this 12th day of June, 1874.

R. A. HYDE, [SEAL.]  
*Justice of the Peace.*

STATE OF PENNSYLVANIA,  
*City and County of Philadelphia, ss:*

On this thirteenth day of June, A. D. 1874, personally appeared before me, an alderman in and for the said county and State aforesaid, Stephen M. Barbour, who, being first duly sworn according to law, deposes and says that he resides at No. 914 Arch street, Philadelphia: that he is well acquainted with Frank A. Page, who was a second lieutenant, United States Army, (retired;) that he has had business transactions with the said Page frequently, and has had occasion to know of his business transactions with others, and he has uniformly found him to be upright and honorable, prompt in meeting his engagements, and honest and honorable in his manner of discharging them; and, further, that his knowledge of the above-stated facts was derived from an intimate personal acquaintance with the said Page for the past two years, during which time I have had business transactions with him to a considerable extent.

STEPHEN M. BARBOUR.

Sworn and subscribed before me on the day and date first above written.

WM. P. HIBBERD, [SEAL.]  
*Alderman, and, ex-officio, a Justice of the Peace.*

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
*Washington, June 12, 1874.*

SIR: Referring to your letter of the 4th instant, requesting copies of the recommendations and testimonials upon which you were appointed second lieutenant Veteran Reserve Corps, and second lieutenant United States Army, you are respectfully informed that your request cannot be complied with, as you were previously informed at a personal interview in this office.

Very respectfully, your obedient servant,

THOMAS M. VINCENT,  
*Assistant Adjutant-General.*

MR. FRANK A. PAGE,  
*Late Second Lieutenant United States Army,  
No. 333 Walnut street, Philadelphia, Pa.*

[Indorsement.]

*Washington, D. C., June 17, 1874.*

Respectfully returned to the Adjutant-General, with the request that the original papers referred to may be submitted to the honorable Secretary of War with my application of this date for re-instatement in the Army.

FRANK A. PAGE.

TREASURY DEPARTMENT,  
THIRD AUDITOR'S OFFICE, *June 5, 1874.*

GENERAL: At the request of Lieut. Frank A. Page, it gives me pleasure to bear testimony in his favor. I have been acquainted with Lieutenant Page since 1864. He

was assigned to duty under me during the time I was in command of the draft-rendezvous, State of Indiana, he being at that time an officer of the Veteran Reserve Corps. I placed him on duty as quartermaster of Camp Carrington, draft-rendezvous, in which position, and in the various other duties performed by Lieutenant Page under my immediate supervision, he gave entire satisfaction. I have always regarded and still regard him as an officer and gentleman of the highest personal character. He enjoyed my fullest confidence, and was in every respect worthy. From my acquaintance with him during the past ten years, I do not believe he is capable of doing an ungentlemanly or dishonorable action.

I am, very respectfully,

ALLAN RUTHERFORD,  
*Third Auditor.*

Hon. W. W. BELKNAP,  
*Secretary of War.*

No. 1.]

I, J. H. Squier, being first duly sworn according to law, do depose and state that I am a member of the firm of J. H. Squier & Co., bankers, doing business at No. 1416 Pennsylvania avenue, Washington, D. C.; that I am well acquainted with Frank A. Page, late second lieutenant United States Army, (retired;) that the business transactions of the said Page with the firm of J. H. Squier & Co. have always been arranged with me personally; that prior to June 1, 1873, it had been the practice of said Page to draw on us for money as he required it, and his drafts on us had always been paid, he sending us pay-accounts in advance to secure us, and we charging him monthly with the interest on the balance due us by him, and crediting him with the amount of his pay-account when the same should be drawn by us. On or about June 1, 1873, said Page wrote us that he wished to draw on us for \$175. We replied that in the future we wished to take no pay-accounts except those we might buy outright. That the amounts we then held were not sufficient to cover the balance due us from him, and that if he would send us accounts up to and including January, 1874, we would accept his draft for \$175; and it was with that understanding that we took the January, 1874, pay-account—that is, we bought them outright. Some time afterward it was arranged that Page should take up some of these accounts himself. He took up the accounts for November and December, 1873—the December before it was due. His January, 1874, pay-account we held, and supposing he intended to have us draw the pay on them, we, on the 26th of January, 1874, sent them to Gen. N. W. Brown, paymaster United States Army, at New York City, for payment. Major Hall returned them to us, stating that another account for the same month had been presented. After sending them to New York, Page wrote us that he desired to take them up, but they were not then in our possession, and we so informed him. After they were returned to us we wrote Page, and he paid for and took them up. We have had transactions with Lieutenant Page for several years, having a running account with him much of the time. He has frequently overdrawn his account, and in such cases his drafts have been paid by us, and he has never failed to make the account good when requested to do so. He has never defrauded us, and we do not think he ever intended to do so. He has always been honorable in his dealings with us, and I believe him an honest man.

J. H. SQUIER.

Sworn and subscribed to before me this 12th day of June, A. D. 1874.

[SEAL.]

THOS. J. MYERS,  
*Notary Public.*

I, Abial W. Fisher, being duly sworn, depose and say that I have been well acquainted with Frank A. Page for the past thirteen years. That from August, 1861, to December, 1862, he was a private in Company H, Fourth Regiment Vermont Volunteers, of which company I was, during that time, first lieutenant. That I was in command of said company at the battle of Lee's Mills, Virginia, April 16, 1862, and that at that engagement said Page was wounded and lost his right arm, and so distinguished himself for bravery and gallant conduct that I and other officers of the regiment recommended him for promotion, and he was appointed, on our recommendation, a second lieutenant in the Veteran Reserve Corps. During all the time I have known him he has uniformly borne the reputation of an upright, honorable gentleman, prompt in his engagements and honest in his transactions.

ABIAL W. FISHER.

Sworn to and subscribed this 12th day of June, 1874, before me.

[SEAL]

FREDK. KOONES,  
*Notary Public.*

WASHINGTON COUNTY,  
District of Columbia, ss :

Personally appeared before me, John B. Thompson, a notary public in and for the District of Columbia, William H. Webster, who, being duly sworn, alleges and says that he has been intimately acquainted with Frank A. Page, late a lieutenant on the retired list in the United States Army, since about the 1st of September, 1865. That he has served in the same corps of the Army with said Page, and was for some time stationed at the same post; and while so serving, and since, affiant has at various times had business transactions with him, and has had personal knowledge of several of his business transactions with other parties, (officers of the Army and civilians,) and in all said transactions he has been prompt in fulfilling his engagements and has in every other respect acted fairly and honorably.

Affiant has never heard of any unfair or dishonorable action by said Page in any of his dealings, either with the General Government or with private individuals. His general reputation, to the best of affiant's knowledge, is that of an honest, upright, and strictly conscientious man, particularly in all matters of business.

Affiant's post-office address is No. 936 New York avenue, Washington, D. C.  
WM. H. WEBSTER,  
Late First Lieutenant Twenty-second Regiment, V. R. C.

Sworn to and subscribed before me this 12th day of June, 1874.

[SEAL] JOHN B. THOMPSON,  
Notary Public.

STATE OF PENNSYLVANIA,  
City and County of Philadelphia, ss :

On this 12th day of June, A. D. 1874, personally appeared before me, a notary public in and for the county and State aforesaid, Matthew R. Clark, who, first being duly sworn according to law, deposes and says that he resides at No. 110 North Fifteenth street, Philadelphia. That he is well acquainted with Frank A. Page, who was a second lieutenant, United States Army, (retired.) That he has had business transactions with the said Page frequently, and has had occasion to know of his business transactions with others, and he has uniformly found him to be upright and honorable, prompt in meeting his business engagements, and honest and honorable in his manner of discharging them; and, further, that his knowledge of the above-stated facts was derived from an intimate personal acquaintance with the said Page for the past five years.

MATTHEW R. CLARK.

Sworn to and subscribed before me on the day and date first above written.

H. G. CLEMENTS, [SEAL.]  
Notary Public.

WASHINGTON COUNTY,  
District of Columbia, ss :

Personally appeared before me, a notary public in and for the District of Columbia, Samuel Sidney Smith, who, being duly sworn, deposes and says that he is well acquainted with Frank A. Page, late a second lieutenant, United States Army, (retired.) That he was an agent for the Piedmont and Arlington Life Insurance Company from July, 1872, until January, 1874, and during a portion of that time he was a partner with said Page in the general agency of that insurance company, at Philadelphia; and deponent further says that he was conversant with the accounts between the said Page and said insurance company, and knew all the circumstances of the negotiation for settlement of the same between H. C. Deshield, the superintendent of agencies of the said insurance company, and the said Page, at the time when the said Page gave his notes to the company for the balance they claimed from him, which notes were secured by a pledge of his pay-accounts as second lieutenant, United States Army, (retired.) Deponent further says that a large part of the amount claimed by the company to be due them from said Page was on account of premium, which, to the certain knowledge of deponent, had never been collected by any one, and ought not to have been charged to any one; another part or item of the account was for expenditures on behalf of the company, made by said Page, as he claimed, by authority, but which was disputed by the superintendent of agencies, but the largest item of the account was for advances made to said Page to pay certain expenses connected with the establishing of a general agency, such as are usually paid by the general agent, such advances being a lien in favor of the company upon the renewal interest of the agency. The superintendent of agencies (H. C. Deshields) asked Page to settle his account, and acknowledge the amount as due the company, about one thou-

sand dollars, as I recollect it. Page declined to do that, because he claimed that he did not owe the whole of it, and that what he did owe was a claim against the agency and not against him personally. It was finally agreed between them, as I was informed at the time by both parties, that Page should acknowledge the debt and give his note for the same, payable by installments; the first of which should come due July 31, 1873; these notes to be secured by a pledge of his pay-accounts as second lieutenant, United States Army; in consideration of which, the company were to make a new contract with Page, giving him a salary of \$1,500 per year, and also to continue to him his renewal-interest in business already done, which, however, was to be applied to the payment of his notes as they became due, it being understood that when a note became due, if the renewal-interest would not entirely pay, Page was to pay the difference in cash when the company would return to him the note and pay-account, but it was supposed at the time that the renewal-interest would pay, or very nearly pay the notes as they became due; in accordance with this arrangement, Page delivered to H. C. Deshields the notes and pay-accounts; but for reasons with which deponent is not acquainted, the company have not carried out their part of the arrangement, though they are endeavoring to hold the said Page on his part to a strict compliance with his agreement, at the same time allowing him nothing for his renewal-interest. And deponent further says that, in his opinion, the facts stated amount to a breach of contract on the part of the Piedmont and Arlington Life Insurance Company, as they by their regular printed form of contract agree with all agents to give them a continuous renewal commission on business done, and it is only by making such contracts that they or any life insurance company can secure agents to establish a business. And deponent further says that he has been engaged in business as an insurance agent for several years, and that he knows and is familiar with the usual practice of insurance companies in making contracts and settling accounts with agents, and he is of the opinion that the said Page has a good and valid claim against the Piedmont and Arlington Life Insurance Company on account of renewal commissions, and that if the accounts of the said Page with the said company were equitably and properly adjusted, he would owe the said company very little, if anything. And deponent further says that he has been intimately acquainted with the said Page for the past three years, and during that time has had business transactions with him to a considerable extent, and has had occasion to know of a great many of his business transactions with others; and further that he has always found him to be an honest, upright man—prompt in his engagements, and honest in all his transactions; and deponent further says that he resides at No. 501 South Front street, Philadelphia, Pa.

SAM. SIDNEY SMITH.

Sworn to and subscribed before me this 17th day of June, 1874.

CHAS. CONS. CALLAN, [SEAL]  
Notary Public.

WASHINGTON COUNTY,  
District of Columbia, ss :

Personally appeared before me, a notary public in and for the county and District aforesaid, Frank A. Page, who, being first duly sworn according to law, deposes and says that he is the identical Frank A. Page who was a second lieutenant, United States Army (retired.) That when he gave the Piedmont and Arlington Life Insurance Company, of Richmond, Va., certain notes secured by a pledge of his pay-account as second lieutenant, United States Army, (retired,) it was with the distinct understanding, had with H. C. Deshields, superintendent of agencies of said company, that he, the said Page, should only be expected to pay such a portion of said notes as might remain unpaid after a certain renewal interest in this business of said company at its Philadelphia office should be applied towards the payment of the said notes. This understanding was had with the said Deshields after a full discussion of the differences existing between them, at a meeting which they had at Philadelphia about November 1, 1872; and further, that at the time this understanding was arrived at, it was expected and supposed by both the parties to the said arrangement, (viz, the said H. C. Deshields and the said Frank A. Page,) that by the time the notes referred to should mature, the interest of the said Page in renewals would very nearly, if not quite, cancel the notes as they should successively become due. And further, that when the note falling due November 30, 1873, matured, the said company in fact was indebted to the deponent to an amount many times larger than the note then due; that although deponent had repeatedly requested the said company to allow him credit on the notes of the amount they owed him, they had as often refused and neglected so to do. That deponent, finding he could not come to any definite settlement with them, requested the Pay Department to refuse payment on the pay-accounts held by them, believing that under the decisions of the Second Comptroller, he had a right



to do so, and could thus force them to sue him if they felt themselves aggrieved, and at the same time deponent wrote to the said company, advising them of what he had done, and stating that he was ready to meet them at any time to see if the differences could not be adjusted amicably; that the date of that letter was about October 7, 1873, two months previous to the date the note would become due; that though the company had ample time to have arranged a settlement, they did not do so, nor did they notice the said letter in any way. And deponent further says, that in personally presenting to Maj. P. P. G. Hall, paymaster, United States Army, his pay-account for November, 1873, and in personally receiving from the said Major Hall the amount thereof, he did not do so for the purpose of defrauding the United States; and further, that he refunded to the United States the amount so received by him as soon as possible after he knew that payment had been made for the same month to the Piedmont and Arlington Life Insurance Company. And deponent further says, that if he was the cause of a fraudulent voucher (viz, his pay-account for January, 1874,) being presented to Maj. R. D. Clarke for payment by the Piedmont and Arlington Life Insurance Company, he was the *innocent* cause, inasmuch as he had previously taken every means within his power to prevent the same from being paid, if presented. That in the whole course of his business transactions with the Piedmont and Arlington Life Insurance Company he has not used his official position in the Army to deceive nor to defraud. That as a matter of fact he has not deceived them nor defrauded them, nor attempted to deceive or defraud them, but has only used such precautions as suggested themselves to his judgment as the best to prevent himself from being compelled to pay a claim against him which it was neither right nor just that he should pay. If in the matter he has committed any error, it has been one of the judgment and not of the intention.

FRANK A. PAGE.

Sworn to and subscribed before me this sixteenth day of June, 1874.

FREDK. KOONES, [SEAL.]  
Notary Public.DISTRICT OF COLUMBIA,  
County of Washington, ss :

Before me, a notary public in and for the county and District aforesaid, personally came Frank A. Page, who, being first duly sworn according to law, deposes and says that he is the identical Frank A. Page who was a second lieutenant, United States Army, (retired,) and further, that, when he sold to Messrs. J. H. Squier & Co., bankers, of Washington, D. C., his pay-accounts as second lieutenant, United States Army, for the month of January, 1874, he firmly believed that his claim against the Piedmont & Arlington Life Insurance Company, on account of renewal commissions, would fully pay his note, held by that company and falling due January 31, 1874, inasmuch as the said company had never disputed the said claim, or given him any reason to suppose that they would decline to allow it, and he did not sell the said pay-account to Messrs. J. H. Squier & Co. for the purpose of defrauding them in any way.

And deponent further says that when, on December 8, 1873, he sold to Capt. T. H. Norton, United States Army, his pay-accounts for December, 1873, and January, 1874, he did so for the purpose of taking up with the proceeds of such sale his pay-accounts, held by Messrs. J. H. Squier & Co., as he had arranged with them that he might do, and not with any purpose of defrauding Capt. T. H. Norton; that the sale was made to Captain Norton on his representation that the rate of interest charged by Messrs. Latham, Alexander & Co. was less than one-half of the rate charged by Messrs. J. H. Squier & Co.; that with a portion of the proceeds of such sale he at once took up the December, 1873, pay-accounts held by Messrs. Squier & Co., and that about the 10th of January, 1874, he sent to Captain Norton his pay-accounts for February, 1874, asking him to cash them and remit to him (deponent) the proceeds of the sale, together with the balance remaining to his credit on account of December and January. Had Captain Norton done as requested, this would have given deponent enough cash to have taken up the pay accounts for January, 1874, held by Messrs. Squier & Co., and thus have closed deponent's account with them and transferred it to Messrs. Latham, Alexander & Co., thus saving to deponent a considerable amount in the way of interest, and deponent declares that his only and sole object in selling his accounts to Captain Norton was for the purpose of transferring his account from Messrs. Squier & Co., and making the saving indicated in the way of interest; and deponent further says that after he had sent to Captain Norton his pay-accounts for February, 1874, as aforesaid, Captain Norton returned them to him, declining to cash them; that deponent at once drew on Messrs. Latham, Alexander & Co. for the entire balance remaining to his credit with them, and when he had received the money he wrote to Messrs. Squier & Co. that he would take up the January, 1874, accounts, held by them, but Messrs. Squier & Co. replied that they had already sent these accounts to New York for payment. Deponent then wrote Captain

Norton that he would take up the accounts held by him, but received the reply that they had been sent to Washington. Deponent then saw no way by which he could take up either of the January pay-accounts, except to wait until one should be paid, and then take up the other. Accordingly, when Messrs. J. H. Squier & Co. notified him that the accounts held by them had been returned unpaid, deponent at once remitted them the money, and they returned to him the vouchers, thus closing up his transactions with that firm in as prompt and honorable a manner as was possible under the circumstances.

FRANK A. PAGE.

Sworn to and subscribed before me this seventeenth day of June, 1874.

CHAS. CONS. CALLAN, [SEAL.]  
Notary Public.

333 WALNUT STREET, PHILADELPHIA, PA.,

June 27, 1874.

SIR: I have the honor to transmit herewith, for file with my application for re-appointment in the Army, a certificate signed by Lieut. Samuel McKeever, Second United States Infantry, testifying as to my character and standing as an officer and a gentleman.

I would also say that nearly all the evidence submitted by me in support of the application I refer to, would have been submitted to the court if a sufficient time had been allowed me in which to procure it. When the prosecution had closed on Friday, I asked the court for one week in which to prepare for my defense, but was granted only until the following Monday, and within that time I could not find the witnesses I wanted.

I am, sir, very respectfully, your obedient servant,

FRANK A. PAGE,

*Late Second Lieutenant, U. S. A., (retired.)*

Hon. WM. W. BELKNAP,

*Secretary of War, Washington, D. C.*

EAST CAMBRIDGE, MASS., June 23, 1874.

I certify on honor that I have known Lieut. Frank A. Page, United States Army, for the past eight years, and have served with him as an officer of the Army, and have also been intimately acquainted with him officially and socially. I have always found him an efficient, reliable, and trustworthy officer, and an honorable, upright gentleman in all business transactions. I make this certificate, knowing the difficulties under which he is now laboring, and for the purpose of establishing his character, and I take pleasure in doing so, hoping it may be of some assistance to an old comrade, whose character is beyond reproach.

SAML. MCKEEVER,

*First Lieutenant Second Infantry, Brevet Captain, U. S. A.*

BANKING-HOUSE NO. 1 OF J. H. SQUIER & CO.,

No. 1416 PENNSYLVANIA AVENUE,

Washington, D. C., ———, 187—.

I, Josiah H. Squier, being duly sworn, do depose and state that I am a member of the firm of J. H. Squier & Co., bankers, doing business at No. 1416 Pennsylvania avenue, Washington, D. C.; that I am well acquainted with Frank A. Page, late a second lieutenant United States Army, (retired;) that when I received from Maj. G. N. Leiber, judge-advocate United States Army, certain interrogatories to be answered under oath, in the case of the United States *vs.* Second Lieut. Frank A. Page, United States Army, (retired,) I wrote out my answers to the said interrogatories in the presence of the said Lieutenant Page, and stated the facts of the case impartially, as they occurred and I then swore to them before an officer duly authorized to administer oaths in the

District of Columbia, and forwarded my affidavit to the judge-advocate. After Lieutenant Page had left town, the affidavit was returned to me by some officer of the Judge-Advocate-General's Office, with the last page torn off and another substituted, with the request that I would subscribe to this affidavit as amended, which I did, and then returned the same to the officer who asked me for it. The amended affidavit, as sworn to by me, differed from the original materially, and I should have declined to have subscribed to it in the absence of Lieutenant Page had I known that it would seriously affect his case before the court assembled for his trial.

JOSIAH H. SQUIER.

Sworn to and subscribed before me this 20th day of July, A. D. 1874.

[SEAL.]

THOS. J. MYERS,  
Notary Public.

I, Frank A. Page, being first duly sworn according to law, do depose and say that I am the identical Frank A. Page who was a second lieutenant, United States Army, (retired.) That when I was served by Maj. G. N. Lieber, judge-advocate United States Army, with a copy of the interrogatories addressed to Josiah H. Squier, of Washington, D. C., and to be answered by him under oath and used as evidence in my case, I was asked by Major Lieber if I wished to add any cross-interrogatories. I replied that if the questions asked were properly answered they would bring out all the facts in the case, of which said Squier was cognizant. That I would be present at the examination of Mr. Squier, or, if not present, would take notice of the fact that he (the judge-advocate) proposed to take the evidence of Mr. Squier by deposition, and reserve my right of cross-examination until I should see what would be shown by the direct examination. I was present when Mr. Squier made his answers to the said interrogatories, and they were perfectly satisfactory to me, and I was willing to rest my defense on them, so far as my transaction with Mr. Squier was concerned. Afterwards, when the evidence of Mr. Squier was read before the court, I noticed that it was different from what I had seen Mr. Squier write as his answers to the interrogatories, and that many points which I considered material to my defense had been omitted, and upon examining the affidavit itself I saw that the last page had been torn off and another substituted since the paper had been originally prepared in my presence.

When the prosecution had closed, I asked the court for one week's time, in which to look for and arrange evidence for the defense, with intention of procuring evidence as to character and service in the field, also rebutting evidence upon some of the points brought up by the prosecution, also further evidence from Mr. Squier, and of ascertaining why his original affidavit had been changed. The court refused to grant my request, and would only adjourn from Friday until Monday, and as during that time I had to prepare my statement and defense, I could not investigate the discrepancy in Mr. Squier's evidence or procure any new evidence for my defense. Had the court granted my reasonable request for time to properly prepare my defense, I believe that I should have been able to produce such evidence as would have convinced the court that I had not used my "official position in the Army to deceive and defraud," also such evidence as would have shown that no one had been defrauded, and, as a consequence, the court could not have convicted me of a crime which had not been committed. I could also have produced such evidence as to character as would have convinced the court that I could not have intended to defraud any one.

I have since been informed, and believe, that when Mr. Squier's answers to the interrogatories were transmitted by him to the judge-advocate, the papers were returned to him with the last page, containing his answer to the last interrogatory, torn off, and another page substituted, with an answer written out to the last question, in which all of his former answer, which might possibly be favorable to me, was omitted. Mr. Squier was asked to swear to the affidavit as amended, which he did, and returned it to the judge-advocate. Had I known of this in time, or if time had been allowed me, I might, by cross-examination, have elicited the evidence I desired; but as it was, I was compelled to rest my case without it, and can now show the facts only by submitting to the Secretary of War *newly-discovered evidence* in my case.

FRANK A. PAGE.

WASHINGTON COUNTY, District of Columbia, ss :

Sworn to and subscribed before me this 20th day of July, A. D. 1874.

[SEAL.]

THOS. J. MYERS,  
Notary Public.



LIEUTENANT FRANK BAKER.

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L E T T E R

FROM

T H E S E C R E T A R Y O F W A R ,

TRANSMITTING

*A memorial of Second Lieut. Frank Baker, Thirteenth United States Infantry, asking to be relieved from accountability for certain subsistence funds which were stolen from him while on duty as acting commissary of subsistence at Fort Fred Steele, Wyoming Territory.*

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JANUARY 27, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT, *January 8, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, a memorial to Congress of Second Lieut. Frank Baker, Thirteenth United States Infantry, asking to be relieved from accountability for certain subsistence funds which were stolen from him while on duty as acting commissary of subsistence at Fort Fred Steele, Wyoming Territory.

The report of the board of survey, accompanying the memorial, sets forth the facts in the case, and the relief prayed for by Lieutenant Baker is respectfully recommended.

WM. W. BELKNAP,  
*Secretary of War.*

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*To the honorable Senate and House of Representatives in Congress assembled :*

The subscriber most respectfully petitions your honorable body for relief from accountability for the sum of \$172.52, funds pertaining to the Subsistence Department, United States Army, and which was stolen from him while on duty as acting commissary of subsistence, at Fort Fred Steele, Wyoming Territory, by Commissary-Sergeant Wm. H. Rooney, on his desertion, August 3, 1874.

Immediately after the desertion of Sergeant Rooney, the amount stolen by him was ascertained, and the facts in the case were, as soon as practicable, placed before a board of officers, convened by Special Order No. 128, headquarters Fort Fred Steele, Wyoming.

The report of the board, approved by the post-commander, which was forwarded to department headquarters, is transmitted herewith.

FRANK BAKER,  
*Second Lieutenant, Thirteenth Infantry.*

*Proceedings of a board of survey convened at Fort Fred Steele, Wyoming Territory, in accordance with the following order, viz :*

[Special Orders, No. 128.]

HEADQUARTERS FORT FRED STEELE, WYOMING TERRITORY,  
*August 15, 1874.*

A board of survey, to consist of Capt. Arthur MacArthur, jr., Thirteenth Infantry, Asst. Surg. J. H. Patzki, U. S. A., is hereby appointed to meet at this post at 12 m. to-day, or as soon thereafter as practicable, to examine into and report upon a deficiency of funds pertaining to the Subsistence Department, United States Army, and for which Second Lieut. Frank Baker, Thirteenth Infantry, A. C. S., is accountable.

By order of Lieutenant-Colonel Bradley.

FRANK BAKER,  
*Second Lieutenant Thirteenth Infantry, Post-Adjutant.*

FORT FRED STEELE, WYOMING TERRITORY,  
*12 m., Monday, August 17, 1874.*

The board met pursuant to the above order. Present: Capt. Arthur MacArthur, jr., Thirteenth Infantry; Asst. Surg. J. H. Patzki, U. S. A.

The board proceeded to the consideration of the facts relating to a deficiency said to exist in the funds pertaining to the Subsistence Department at this post, and for which Second Lieut. Frank Baker, Thirteenth Infantry, A. C. S., is accountable.

Lieutenant Baker presented an affidavit, which is marked A and attached to this record and made part of the proceedings of the board.

In view of the facts set forth in the attached affidavit, the board are of opinion that Second Lieut. Frank Baker, Thirteenth Infantry, A. C. S., is not morally responsible for the loss of the money referred to; and in view of the numerous responsibilities which have devolved upon this officer, owing to the depleted condition of the garrison, the board are also of the most decided opinion that Lieutenant Baker should be relieved from all technical responsibility as well.

The board recommend that Lieutenant Baker be allowed to drop from his regular subsistence papers, \$172.52; and that he be allowed to take the same amount up on a separate return and account for it as "moneys on hand" until such time as he is relieved of the accountability by the proper accounting officer, or by the Congress of the United States.

And the board further recommend, having full knowledge of the circumstances, individually, as well as from the accompanying affidavit, that the most plenary construction of the laws bearing on the settlement of such accounts be extended to Lieutenant Baker; and that he be allowed all advantages compatible with the other interests of the United States, in obtaining relief from the responsibility of the subsistence funds in question.

There being no further business before it, the board adjourned without date.

ARTHUR MACARTHUR,  
*Capt., Thirteenth Infantry, President.*

J. H. PATZKI,  
*Asst. Surg., U. S. A., Recorder.*

Approved:

L. P. BRADLEY,  
*Lieut. Col. Ninth Infantry, Commanding Post.*

A.

TERRITORY OF WYOMING,  
*County of Carbon, ss :*

Personally appeared before me, Second Lieut. Frank Baker, Thirteenth Regiment of Infantry, United States Army, who, first being duly sworn according to law, deposes and says: That he is, and has been, on duty at Fort Fred Steele, Wyoming Territory, as acting assistant quartermaster, acting commissary of subsistence, and post-adjutant

since the first day of March, 1874; that it has been impossible for him to attend to all the details of either of those departments; that, as prescribed in paragraph No. 5 of "Regulations relative to commissary-sergeants," published in General Orders No. 38, Adjutant-General's Office, Washington, March 20, 1873, Commissary-Sergeant William H. Rooney has been employed, since his appointment as commissary-sergeant on July 6, 1873, to assist the commissary in receiving, storing, preserving, transferring, issuing, selling, and accounting for subsistence-stores at Fort Fred Steele, Wyoming Territory, both by deponent and by his immediate predecessor; that under said regulations the said Commissary-Sergeant Rooney has been intrusted with the sales of commissary-stores to officers and enlisted men of the Army stationed at Fort Fred Steele, Wyoming Territory, and with the receipt of money, the proceeds of said sales; that it has been the custom of deponent to require on each Saturday that the money received by the said Sergeant Rooney during the week should be handed to him for deposit in the office-safe; that during the month of July, 1874, he received from the said Sergeant Rooney sums amounting to \$203.20, and that he received from officers and from sales at auction the sum of \$181.84, making \$385.04; that the actual amount received at the commissary office, including amount received for stores sold from August 1 to August 3, 1874, as shown by the books of the office, was \$557.56, leaving a deficiency of \$172.52; that on the night of August 3, 1874, the said Commissary-Sergeant William H. Rooney deserted, and having failed to account for the said deficient sum, deponent firmly believes that the said sum was stolen by the said Sergeant Rooney.

Deponent further states that Sergeant Rooney has heretofore borne a high character for honesty and correctness in the transaction of his business, that he had no reason to suspect, and did not suspect, him of dishonesty; and, furthermore, that deponent took all proper precautions to protect the stores and money of the Government from loss.

FRANK BAKER,

*Second Lieutenant, Thirteenth Infantry.*

Sworn to and subscribed before me this 15th day of August, 1874.

R. L. KINNEY,

*Justice of the Peace.*

A true copy:

J. H. PATZKI,

*Asst. Surg., U. S. A., Recorder.*

HEADQUARTERS DEPARTMENT OF THE PLATTE,

*Omaha, Nebr., September 10, 1874.*

The amount reported as stolen should not be dropped as recommended, but be borne on regular account-current, and explanation be made thereon by the officer that of the amount he is accountable for, \$172.52 was stolen on a certain date by Sergeant Rooney. An act of Congress only can relieve the officer.

By command of Brigadier-General Ord.

GEO. D. RUGGLES,

*Assistant Adjutant-General.*

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GOVERNMENT HOSPITAL FOR THE INSANE.

L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

*The erection of a new building to be devoted solely to the detention and treatment of female patients at the Insane Asylum.*

JANUARY 27, 1875.—Referred to the Committee on the District of Columbia and ordered to be printed.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., January 19, 1875.

SIR: I have the honor to transmit, herewith, a copy of a letter dated the 16th instant, from Dr. C. H. Nichols, superintendent of the Government Hospital for the Insane, submitting for my consideration an extract from the minutes of a meeting of the board of visitors to said institution, held on the 10th of November, 1874; a copy of his report, dated the 5th instant, to said board; and a preamble and resolution adopted at a meeting of said board held on the 9th instant, relating to the necessity for the erection of a new building, to be devoted solely to the detention and treatment of female patients; for which purpose it is estimated that the sum of \$375,000 will be required.

It appears from the inclosed report of the superintendent that, on the 30th of June, 1874, 519 male and 163 female patients, in all 682, were receiving treatment, whereas the building can only accommodate, conveniently, 563 patients. If, therefore, the female patients could be transferred to another building, and the present hospital kept for the exclusive treatment of male patients, there would be accommodations for only about 40 more of the latter. It is clear to my mind, from these figures, that the present hospital-building is inadequate for the proper accommodation of those now confined therein, and that either an enlargement of it or the erection of a separate building for female patients, seems to be absolutely necessary.

The superintendent and board of visitors present many cogent arguments in favor of the separation of the sexes in the treatment of insane persons, and, in view of the pressing need of additional accommodations, strongly urge the erection of a building for the exclusive treatment of females, which would leave the present building with very little more than sufficient accommodations for the males now there.

I have the honor to inclose also a plat of the proposed building, with a map of the hospital-farm, showing the site thereof. The building is designed to accommodate 250 patients.

Believing that a due regard for the comfort and proper treatment of these unfortunates requires an enlargement of their present accommodations, and that this end will be best subserved by the erection of a separate building for female patients, I have the honor to lay the whole subject before Congress for favorable consideration.

I am, sir, very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

Hon. JAMES G. BLAINE,  
*Speaker House of Representatives.*

GOVERNMENT HOSPITAL FOR THE INSANE,  
*Near Washington, D. C., January 16, 1875.*

SIR: In compliance with the accompanying resolutions adopted at a meeting of the board of visitors of this hospital, held in Washington on the 9th instant, I have the honor to present herewith a ground-plan and elevation of a proposed separate building for the female patients of this institution, together with a report from the superintendent to the board, embracing a statement of the necessity of additional accommodations, the advantages of separating the sexes, and an estimate of the cost of the enlargement required.

Hoping that the proposed plan of enlargement will meet with your approval,

I am, with great respect, your obedient servant,

C. H. NICHOLS,  
*Superintendent.*

Hon. C. DELANO,  
*Secretary of the Interior.*

GOVERNMENT HOSPITAL FOR THE INSANE,  
*January 5, 1875.*

*To the honorable Board of Visitors of the Government Hospital for the Insane:*

In compliance with a resolution adopted at a meeting of your board, held at the hospital on the 10th of November, 1874, I respectfully submit a ground-plan and elevation of a separate edifice for the female patients of this institution, of a size sufficient to accommodate 250 inmates, and propose that it be located on the east side of the public road passing through the grounds of the hospital, at a point designated on the accompanying map. I also submit such explanatory remarks and estimates as the terms of the resolution referred to seem to require.

1. The necessity of the enlargement of the hospital. The present hospital-edifice was planned to accommodate 250 patients. In the course of its construction two detached buildings for patients were added to the original design, and in the report of the superintendent of construction for the year ending October 1, 1860, after the whole building was under roof, and all of one wing, the center and three wards, and

the infirmary of the other wing were occupied, it was stated that, in view of the retention in this institution of most of its incurables till their death, and the large probable increase of this class, both in actual number and in proportion to the whole number under treatment, a class of the insane that embraces many quiet, passive persons who can safely be much more closely aggregated than can the turbulent or convalescent classes, it would prove practicable to accommodate 350 patients very comfortably.

No addition was made to the hospital-edifice until in the fiscal year 1870-'71 an extension of the west wing was erected and fitted up for the accommodation of 100 patients of the quiet, chronic class, in the three principal stories, and contain work-shops, and lodging-rooms for employes in the basement story. In the report of the hospital for 1870-'71, it was stated that "in the crowded state of the house it at once became necessary to test the maximum capacity of the new building," and it was found that "its three wards will afford comfortable and healthful accommodations for 129 patients of the quiet, chronic class," but experience has shown that 100 patients, the number for which the wards in question were designed, are as many as can reside in them without sensibly vitiating the atmosphere and impairing the health of the patients. In the year 1872-'73 a further addition to the west wing was erected, suited to the treatment of 54 patients of the excited class. In the following year provision was made to remove the work-shops from the basement story of the extension of 1870-'71 with a view to its occupancy by 35 of those quiet, chronic patients who are most uniformly employed on the farm or in the stable, laundry, or machine-shops, and are allowed to go in and out with the least restraint upon their movements, and provision was made at the last session of Congress for an extension of the west detached building, so that it will accommodate 24 patients more than it has hitherto accommodated. By the foregoing it will be seen that, estimating all the accommodations that have been provided at their proper maximum, the whole number of patients that can be treated in this hospital in accordance with sound sanitary principles, which are always alike the principles of the highest humanity and economy, is 563. At the close of the last hospital year (June 30, 1874) there were 682 patients under treatment, or 119 more than the present capacity of the institution. Under the operation of existing laws of Congress the inmates of the hospital cannot be materially reduced in number, but, on the contrary, the number of inmates and the evils of overcrowded wards are likely to steadily increase. At a late annual meeting of the association of the medical superintendents of all the institutions for the insane on the American continent, resolutions were unanimously adopted strongly condemnatory of the "custom of admitting a greater number of patients than the building can properly accommodate, which is now becoming so common in nearly every section of the country, as an evil of great magnitude, productive of extraordinary dangers, subversive of the good order, perfect discipline, and the greatest usefulness of these institutions, and of the best interests of the insane."

2. The necessity of the further extension of the accommodations of the hospital being conceded, it then becomes our duty to consider what plan of enlargement will, in the long run, best subserve the comfort and welfare of the patients of both sexes of the national institution for the insane, and incidentally most promote that advancement in the modes and results of the medical and moral treatment of mental disease which is taking place throughout the enlightened world. No intelligent American citizen would consent that the United States should occupy any

but a foremost place in this amicable rivalry of the nations on the highest plane of humanity and science.

There were, at the close of the last year, 163 female and 519 male patients under treatment. The east half of the original construction, that occupied by the women, contains accommodations for 175 patients, one-half of 350. Those two brief statements show both that the women's wards are nearly filled, but not now crowded, and that the over-crowding is confined to the men's wards. The several extensions have been added to the men's wards, and they contain accommodations for 388 patients, (175, half of the original accommodations,  $+100+54+35+24$ ,) while at the fixed period, constantly referred to in this communication, 519 were crowded into the space intended for three-fourths of that number. It is impracticable to overcrowd a few of the wards, those occupied by the excited and the convalescent patients, and it follows that under our peculiar circumstances the evils of overcrowding have to be borne by a portion only of one sex, and are more serious than they would be could the excess of patients be distributed throughout all the wards of the establishment.

From the foregoing it will be seen that the accommodations of the hospital must be extended, either by additions to the west or men's wing of the institution, or by a separate building or buildings located near the present hospital-edifice or in some distant part of the grounds. The west or men's wing might be further extended, but it could not be done without, in some degree, interfering with the classification, ventilation, and light of the wards, and the amplitude and convenience of the exercise-grounds of those classes who cannot often walk far from the house. Some liability to the creation of a "hospital atmosphere" and the domestication of erysipelas, low fevers, and other affections having their origin in an atmosphere vitiated by large and dense populations, should also be considered in determining the question before us.

The treatment of insane patients of both sexes in the same connected structure is attended with many embarrassments—occasionally, in spite of all precautions, with serious evils—and is a source of unremitting anxiety to the officers of institutions of this class. Situated as we are, the male patients greatly predominating over the female, and standing more in need of out-door exercise, the former only are given the liberty of the grounds, and the latter go out only when accompanied by attendants. The male and female patients are not permitted to exercise in the same parts of the grounds, for obvious reasons. It will be seen that the liberty of both sexes, but especially that of the females, is necessarily much restricted by their exercise in the same grounds; and in addition to the unsuitable acquaintances that will spring up between the sexes when treated in the same building, sometimes attended with ultimate consequences greatly to be deplored, the surveillance necessary to render their proximity as innoxious as possible is a source of irritation and ill-feeling on the part of those who are the most needful subjects of it. In the situation and exigency of the hospital, and from the considerations which I have now briefly portrayed, I earnestly recommend the plan of obtaining the necessary increase of accommodations proposed by the board in November, after a full consideration of the subject—that of the erection of a separate hospital-edifice for the female patients upon a highly eligible site on the east side of the public road passing in a nearly due north and south course through the grounds of the institution, and devoting the present structure exclusively to the males, who would leave only forty-four vacant beds (which would probably soon be filled) were the whole house given up to them to-day. Sep-

arated, as proposed, in buildings on opposite sides of the public road, the males surrounded by 185 and the females by 175 acres of land, the patients of each sex could enjoy as much liberty and derive as much benefit from exercise in the open air as the individual cases would be capable of, without the liability to the augmentations of morbid sexual susceptibilities, to the formation of unsuitable if not highly objectionable acquaintances, and to one of the irritations of restraint. Almost the only institution on this continent that has fairly tested the treatment of the sexes in separate buildings and grounds is the Pennsylvania Hospital for the Insane, in West Philadelphia, Pa., where such separation has existed for sixteen years, and I beg to introduce at this point the following letter recently received from the very distinguished and humane Dr. T. S. Kirkbride, who has with the highest success superintended that institution ever since it was opened, more than one-third of a century ago :

PENNSYLVANIA HOSPITAL FOR THE INSANE,  
*Philadelphia, December 12, 1874.*

MY DEAR DOCTOR : I have received your letter of the 9th instant, and in reply have to say that I approve entirely of the plan suggested by you for an extension of the Government Hospital for the Insane at Washington. We have now had sixteen years' experience of a separation of the sexes. We have found only advantages in the arrangement, and nothing would induce us to go back to the old plan of having both sexes in the same building. Besides this, it is to be remembered that your entire building will very soon be wanted by the men, and all the arrangements connected with it now are especially calculated for that sex, while a separate building, put up especially for women, on the other side of the road passing through your farm, will prevent too great an extension of the hospital in one location. Of the advantages of the plan it seems to me there can be no doubt, and I am inclined to think that in the end it will be found more economical than any other.

After saying this much, you may quote me wherever you please as very decidedly in favor of the plan of separating the sexes, and thoroughly convinced that you cannot begin too soon the work of increasing your accommodations. The evil effects of overcrowding hospitals of any kind are so well known that it would be derogatory to the character of our Government to permit one of its buildings that has done it so much credit to present an example of what is so universally condemned.

Hoping your well-matured views will meet the approval of all in authority, I am, very sincerely, yours,

THOMAS S. KIRKBRIDE.

Dr. C. H. NICHOLS,  
*Government Hospital for the Insane, Washington City, D. C.*

It will be seen that he not only testifies in strong terms to the advantages of the arrangement, in his experience, but as strongly recommends that it be adopted here.

Before leaving this part of the subject, I wish to acknowledge that the proposition to erect separate buildings for the female patients (an eminently wise proposition, that has already received the approval of the board, and one that, if carried out, will greatly promote the welfare of the inmates of this hospital through all the coming years) originated in the practical mind of the able and distinguished Surgeon-General of the Army and the chairman of the financial and executive committee of your board. I had for some time contemplated substantially this step, but thought it unadvisable to propose it until some additions were made to the original structure, for the accommodation of special classes of the insane, and before I had mentioned it to any one General Barnes proposed it to me several years ago, and has several times repeated the proposition.

3. It remains to submit a few observations respecting the accompanying ground-plan and elevation of a separate hospital for women, with an estimate, at present prices of materials and labor, of the cost of such

a structure, heated, lighted, furnished, and fitted up complete, ready for occupancy.

The plan submitted embraces such modifications of the original hospital building as have been suggested by an experience of twenty-two years since the plan of the latter was drawn. It contemplates a basement 8 feet high in the clear, (5 feet below and 3 above ground,) with a wide area and sloped embankment around the entire building, rendering it dry and light. There will be a fresh-air duct running the entire length of the building beneath the basement corridors, but no other cellar or subcellar. The basement story will contain the store and dairy-rooms, kitchens, distributing-railways, bakery, and heating-apparatus, including boiler rooms and coal-vaults. The first or principal story will be 13 feet in the clear, the second 12 feet, and the third 11 feet. The attic story will be 10 feet in the clear. You will observe that the several sections of the whole building are drawn one story lower than the corresponding sections of the present structure. This is done with the view of avoiding in part the fatiguing ascent and descent of stairs, and the disturbances arising from placing patients of the excited and noisy classes in rooms beneath and above each other, and by the necessary extension of a lower building to a greater length, improve the general classification of the patients, and the light and ventilation of the wards. The single rooms are of the same size throughout the building, each room being 10 feet 8 inches deep by 8 feet wide. Those of the first story will contain 1,109 $\frac{1}{2}$ , and of the second 1,024 cubic feet of air. There are fewer rooms than may be used as associated dormitories than in the present structure, all experience agreeing, I believe, that the comfort and welfare of the insane are best promoted by lodging them in single rooms. The infirmaries will be in the third stories of the right and left transverse sections nearest the center building. The assembly-room will occupy the space in the second and third stories of the center in rear of the transept, and will be 61 feet 4 inches by 43 feet 6 inches on the floor, and be about 25 feet high, and will be ample to accommodate an audience of two hundred and fifty persons, beside spaces for platform and organ. The attic story is designed for store-rooms of dry-goods, sewing-rooms, and lodging-rooms for attendants and servants; and it is thought that that valuable relief of the wards which consists in their partial evacuation and of the monotony of the patients' lives which is attained by any change may be gained by occasionally having some of the quiet, passive inmates lodge in that story. It is proposed to heat the building by the indirect radiation from the hot-water circulation, and conveying the heated air from the pipe-chambers by flues in the corridor-walls, and to ventilate it by flues in the outer walls, the vitiated air passing directly upward and out through ventilators upon the comb of the roof.

As before stated, the original design of this hospital was intended to accommodate two hundred and fifty patients; and in the course of its construction two separate buildings were added to it, each to contain twenty inmates, making accommodations for two hundred and ninety inmates, or, as was stated in the report for 1859-'60, in view of the large proportion of chronic cases that would gradually accumulate in the house the maximum of three hundred and fifty inmates. The original design and two separate buildings cost, furnished and fitted up, exclusive of land and outbuildings, \$406,848, or at the rate of \$1,403 per patient for the number for which they were designed, or at the rate of \$1,162 per patient, estimating their accommodations at a maximum of three hundred and fifty. I feel warranted in saying that buildings as substantial

and durable as these, and as well suited to the proper treatment of the insane, could not have been erected, furnished, and fitted up complete in the District of Columbia at the comparatively low prices of material and labor that prevailed before the war for a much less sum than these cost at that time. There has of late been a considerable reduction in the prices of most descriptions of building-materials, but labor of all kinds, especially when employed directly on Government works, has not undergone a corresponding reduction. The proposed plan of a building for female patients embraces fewer associated dormitories and is one story lower, and it is for those reasons nearly 200 feet longer than the original edifice. There being more basement and roof to the rated accommodations than in the present building, it might be expected to cost more, but as the cellar-walls, constructed in the manner proposed, will be built of bricks, except a stone-footing, and be less expensive than the present thick stone-cellar walls, faced above ground with dressed stone, and the roof will be a plain Mansard, I think the cost of the proposed building need not greatly exceed the cost per patient of the original structure. Basing an estimate on the data I have now brought forward, and my current experience of the cost of the small additions to the hospital now in progress, I am of the opinion that the plan of edifice I have presented for your approval, built of the best merchantable hand-made bricks, (unless pressed bricks made by machinery recently invented should prove superior in quality to hand-made bricks, and equally cheap,) with plain iron or stone window-heads and sills, can be erected, heated, furnished, and fitted up complete, ready for occupancy, including fire-extinguishing apparatus and a small stable and carriage-house, (the only outbuilding that would be needed as an adjunct to the separate hospital for women,) for \$1,500 per patient, or \$375,000 for the whole structure for 250 patients. In venturing to submit the low estimate I have done, I have also considered the advantages in erecting, furnishing, and fitting up the proposed structure of our local and special experience in executing the same kind of work, and anticipated the letting of more of the work to be executed by contract than was done in erecting the original design.

An intelligent and experienced assistant in the office of the Architect of the Capitol estimates that the proposed building for female patients, faced with "pressed bricks and finished about the same as the west wing of Providence Hospital," will cost \$408,000.

The necessity of increasing the accommodations of the hospital in some way will not be doubted by any intelligent person who is or shall become acquainted with the situation of the institution; and I find that the plan of a separate building, on a site somewhat distant from that of the present hospital-buildings, and on the opposite side of the public road dividing the grounds of the establishment, seems to commend itself to the judgment of every one of the considerable number of persons to whom it has been broached, including several experts in the management of institutions for the insane. The cost of the proposed improvement will be considerable, but it will certainly not be disproportionate to the benefits that will come from the expenditure—the health it will restore, the distress it will alleviate, and the dangers it will avert. Indeed, the whole cost of what is now proposed will be scarcely more than a tithe of what has recently been or is now being expended for the insane in many individual States of the Union. Each of the States of Massachusetts, New York, Pennsylvania, Ohio, Illinois, and Tennessee is now engaged in building two large and costly institutions for the insane, and each of the States of Connecticut, New Jersey, Wisconsin,

Iowa, Minnesota, and California is either building or has recently built one such establishment. Each of the States I have named except Minnesota had one and several of them two institutions for the insane long in successful operation before the additions recently or now being created for the relief of the most grievous affliction to which humanity is subject. I believe that no one of the State institutions now being built or finished has cost less per patient than the improvement we here propose, and the cost of some of them per patient will considerably exceed the estimates I have submitted. I have referred to what is being done for the insane in many of the leading States of the Union, and the cost of such works, not for the sake of invidious comparison in either direction, for I believe that in most cases the work of establishing such institutions in the States has been honestly and faithfully done, but merely to show that the proposed increase and improvement of the accommodations of the national hospital will undoubtedly be considered by the people of the country not only the duty of the General Government, but far from extravagant. It is evidently the judgment of our countrymen that no people is impoverished by its needed charities, honestly and economically established and administered.

With the earnest hope that the manner in which we propose to enlarge the capacity of the hospital under our charge and improve its facilities for the accomplishment of its benevolent work will meet with the approval of the Hon. Secretary of the Interior, to whose Department this establishment is subordinate, and that the means of executing our plans will be granted by Congress, I respectfully submit this paper and the accompanying plan.

C. H. NICHOLS,  
*Superintendent, and ex-officio Secretary  
of the Board of Visitors.*

At an adjourned meeting of the board of visitors of the Government Hospital for the Insane, held in Washington, January 9, 1875, the plans, estimates, and report of Dr. C. H. Nichols, superintendent, were fully and carefully examined and unanimously accepted as supplying the most economical and practical mode of enlargement of the hospital, by erecting a separate building for the female insane. It was therefore

*Resolved*, That the superintendent of the Government Hospital for the Insane shall, on behalf of this board, communicate their action to the honorable Secretary of the Interior, with such additional information as may be required by him, in order that immediate steps be taken to apply to Congress for an appropriation for this purpose.

W. GUNTON, *Pres.*,  
JOSEPH HENRY,  
JOS. K. BARNES,  
JAS. C. PALMER,  
MOSES KELLY,  
WALTER S. COX,  
GEO. S. GIDEON,  
H. D. COOKE,

*Board of Visitors.*

C. H. NICHOLS,  
*Ex-officio Secretary.*



GOVERNMENT HOSPITAL FOR THE INSANE,  
November 10, 1874.

At a meeting of the board of visitors held at the hospital this day, after a full discussion of the urgent and pressing necessity, now so apparent, of increasing the capacity of this institution at as early a date as practicable, the following preamble and resolution were unanimously adopted :

Whereas the further increase of the capacity of the present buildings by additional wings, as has been done until now, has reached its utmost proper limits, well-established hygienic laws forbidding further enlargement in that direction, while humanity, the spirit of the age, and the highest moral and sanitary considerations demand greater security in the care of the female insane than is possible in an institution not especially designed for their treatment ; our experience as visitors of the Government Hospital for the Insane for several years has steadily and surely led us to this conclusion, so that now, when an enlargement in some form has become indispensable, we deem it our duty to recommend most earnestly that measures be at once taken to provide for the female insane in a separate and distinct building. It was therefore

*Resolved*, That Doctor Nichols, superintendent, be requested to prepare a sketch plan of a hospital for the female insane upon a suitable site within the present grounds of the Government Hospital, which shall fully meet the objects in view and the probable demands of the Government Hospital for the next ten or fifteen years, such plans, with estimates and explanatory remarks, to be submitted by him to the board of visitors at as early a period as is possible.

C. H. NICHOLS,  
*Secretary ex-officio of the Board of Visitors  
of the Government Hospital for the Insane.*

H. Ex. 136—2

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CHIPPEWA INDIANS OF LAKE SUPERIOR.

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LETTER

FROM THE

ACTING SECRETARY OF THE INTERIOR,

TRANSMITTING

*An estimate of appropriation for the support and civilization of the Chippewa Indians of Lake Superior, for the fiscal year ending June 30, 1876.*

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JANUARY 27, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 9, 1875.*

SIR: I have the honor to transmit herewith an estimate of appropriation for \$30,000, or so much thereof as may be necessary, for the support and civilization of the Chippewa Indians of Lake Superior, for the fiscal year ending June 30, 1876.

The necessity of this appropriation is fully explained in the accompanying copy of a report, dated the 8th instant, from the Commissioner of Indian Affairs, and inclosures, letter of Agent Mahan addressed to General H. H. Sibley, of the board of Indian commissioners, and indorsements of General Sibley and F. H. Smith, secretary of said board.

The subject is respectfully submitted for the favorable consideration of Congress.

Very respectfully, your obedient servant,

B. R. COWEN,  
*Acting Secretary.*

The SPEAKER, *House of Representatives.*

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 8, 1875.*

SIR: I have the honor to acknowledge the receipt of your communication of the 2d instant, transmitting, for the consideration of this Office, and report, a letter of J. L. Mahan, agent for the Chippewas of Lake Superior, addressed to General H. H. Sibley, of the board of Indian commissioners, under date of December 1, 1874; by him referred to the board, and by its secretary to the Department, relative to the condition and wants of said Indians.

The agent, in his letter, calls attention to the expiration, by limitation, of the provisions of the treaty of September 30, 1854, with the Chippewas of Lake Superior, providing for their support; and states that in view of the advanced steps toward civilization taken by those Indians, it would be a sad mistake if they were left the next year without the usual annuities; and asks that the same appropriation for that purpose as was made for the present year, be continued. He also asks for appropriations for educational and agricultural purposes, without which the interests of the Indians in those directions will materially suffer.

By the treaty of September 30, 1854, with the Chippewas of Lake Superior, (10 Stats., p. 1109,) the following payments were guaranteed to them annually, for a period of twenty years, viz :

Annuity in coin .....	\$5, 000
Annuity in goods .....	8, 000
For agricultural purposes .....	3, 000
For educational purposes .....	3, 000
For pay of smiths and assistants, and support of shops .....	6, 360

Total ..... 25, 360

There are also other provisions in the treaty, providing for the payment, during the pleasure of the President, of sums amounting to ..... 1, 800

And two annual installments yet due for the support of smith and assistant, &c., each of ..... 1, 060

Making ..... 28, 220

Which they have been receiving annually for their support.

In the estimate of appropriations for the Indian service for the next fiscal year, is included the two items last above named, amounting to \$2,860, which is all that is embraced in said estimate for the Chippewas of Lake Superior.

In view of the fact that the provisions for the payment of annuities, and for other purposes, amounting to \$25,360 annually, have expired by limitation; of the necessities of the said Indians, as set forth by the agent in his letter; and also of the recommendations of General Sibley, who, in referring the matter to the board of Indian commissioners for its action, urges that Congress be earnestly entreated to continue the appropriations for said Indians, I respectfully recommend that the matter be laid before that body for its action; and herewith submit copies of the papers herein referred to, and an estimate of appropriation required for next fiscal year for the objects and purposes therein named.

Very respectfully, your obedient servant,

EDWARD P. SMITH,

*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

*Estimate of appropriation required for the support and civilization of the Chippewas of Lake Superior.*

For this amount, or so much thereof as may be necessary for the support and civilization of the Chippewas of Lake Superior, to be expended for agricultural and educational purposes, pay of clerk and necessary employes, purchase of goods and provisions, and for transporting the same, and for such other purposes as may be deemed for the best interests of said Indians. \$30, 000

OFFICE OF UNITED STATES INDIAN AGENT,  
CHIPPEWAS OF LAKE SUPERIOR,  
*Du Luth, Minn., December 1, 1874.*

DEAR SIR: I have the honor to submit the following as a basis upon which legislation is asked:

1st. The treaty of September, 1854, calls for an allotment of eighty acres of land to each head of a family or single person over twenty-one (21) years of age. Now, it is estimated that it will cost twenty dollars to blaze out the lines and put each person in possession of his vested rights under this treaty. I am informed that sixty persons on Bad River reservation have made their selections, and want of the funds is the only thing lacking. There is also on Lac Court Oreille reservation the same number, making 120 at \$20 per head, \$2,400.

2d. The treaty of September, 1854, stipulates that highways and all sums equitably due the Indians for arrearages under this or former treaties shall be paid as the chiefs may direct. This matter has been brought to the attention of the Department by the present agent, who has been informed that there are no funds from which to pay the necessary expense of a trip of these Indians to Washington, that they may make said examination. Funds are respectfully asked to meet this demand.

3d. This same treaty of September, 1854, stipulates that highways and railroads shall have the right of way through any of the said reservations, compensation being made therefor as in other cases. The Northern Pacific Railroad Company has, in violation of the express wish of the Fond du Lac Indians, entered their reservation, laid their track and cut some of their most valuable timber, for which the said Fond du Lac Indians have received no redress, and for which they pray through their friends in Congress. So much for the treaty. Now for special matters.

4th. The Fond du Lac reserve is much larger than there is any need of. The Indians do not care to have so much unoccupied territory. The reserve is valuable only for its timber. I would respectfully ask that authority be given the honorable Commissioner of Indian Affairs to sell off a large portion of this reserve and use the proceeds in improving the balance and in making the Indians comfortable in houses.

5th. The Grand Portage bands of Chippewas have a reserve on Lake Superior, on the northern boundary of Minnesota, of no value whatever to the Indians and of little value to any one else. They are an industrious class of people, with the means at hand, but little has ever been done for them by the Government. They are desirous of having a portion of their reserve disposed of for their benefit or the whole sold and the Indians removed to a more favorable locality. Authority is therefore asked for the sale of a portion or all of the reserve and the removal of these Indians to Bad River or elsewhere.

6th. I asked in my annual report to the Indian Department that funds be allowed this agency, for agricultural purposes, to the extent of two thousand dollars (\$2,000) for each reserve. This is a small amount when you take into consideration the vast amount of work to be done. It is therefore hoped that this amount will be freely given them.

7th. I also asked in said report that an additional one thousand dollars be given the Bad River Indians for school-purposes. This is a much-needed appropriation, and should by all means be granted, for without this amount the schools will suffer a great loss in the necessary discharge of two valuable teachers.

8th. I also asked that in view of the advanced steps in civilization taken by the Indians and held up to this time, it would be a sad mistake if they were left this next year without the usual annuities. I therefore asked that the same appropriation be made for them that was made last year, and that steps be taken to provide the means and authority for some one to visit this agency and make inquiry as to the needs and desires of these Indians. It is therefore hoped that the honorable Committee on Indian Affairs will see the importance of taking the initiatory steps at this session of Congress. The expiration of the treaty and the late decisions of the Supreme Court render this step the more important. There are also debts hanging over this agency growing out of the late agent's attempt to remove the Fond du Lac band of Indians to Bad River, which should receive the attention of the honorable Committee on Indian Affairs. (See statement on file in Indian Department.)

9th. An appropriation of twelve hundred dollars is respectfully asked for assistance in this office. The reservations being so far apart, and to do the labor will require the absence of the agent from the office a great part of the time, which, in justice to the agent and Government, should be met by the appointment of a clerk.

Respectfully submitted.

J. L. MAHAN,  
*United States Indian Agent.*

General H. H. SIBLEY, *Saint Paul.*

## CHIPPEWA INDIANS OF LAKE SUPERIOR.

[First indorsement.]

SAINT PAUL, MINN., December 8, 1874.

Respectfully forwarded to the board of Indian commissioners for such action as may be deemed proper in the premises. The communication was addressed to me by the writer, at my suggestion, after a personal interview, in which he stated orally in substance what he has now committed to paper. This is but another instance of the imperfect manner in which treaty stipulations are performed, giving cause for complaint and disaffection among the Indians. I beg leave to urge that Congress be earnestly entreated to continue the appropriations to the bands of Chippewas, notwithstanding the fact that the treaty provision for them has expired by limitation, as otherwise they must inevitably suffer from want.

H. H. SIBLEY,

*Member Board Indian Commissioners.*

[Second indorsement.]

BOARD OF INDIAN COMMISSIONERS,

*Washington, December 30, 1874.*

Respectfully forwarded to the honorable Secretary of the Interior with request that the same be laid before the Committee on Indian Affairs with such remarks as the honorable Secretary may see fit to indorse thereon.

F. H. SMITH,

*Secretary.*

JICARILLA APACHE AND UTE INDIANS.

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LETTER

FROM THE

ACTING SECRETARY OF THE INTERIOR,

TRANSMITTING

*Petition of citizens of Colfax County, New Mexico, for removal of Jicarilla Apache and Ute Indians to their reservation, to be considered in connection with the treaty, or "agreement," with said Indians presented to Congress, with letter to the Speaker of the House, February 3, 1874.*

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JANUARY 27, 1875.—Referred to the Committee on Indian Affairs and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
Washington, D. C., January 11, 1875.

SIR: Referring to a communication addressed, by this Department, under date of February 3, 1874, to the Speaker of the House of Representatives, inclosing, for the action of Congress, an agreement concluded December 10, 1873, with the Jicarilla Apache and certain Ute Indians, in New Mexico, &c., together with copy of letter from the Commissioner of Indian Affairs, of 2d instant, and report of Agent Thomas A. Dolan, upon the same subject, I now have the honor to transmit herewith a copy of a report, dated 8th instant, from the Commissioner of Indian Affairs, together with a petition from the citizens of Colfax County, New Mexico, referred to the Indian Office by Hon. S. P. Elkins, Delegate, requesting the removal of certain Indians, therein mentioned, from said county to their reservation west of the Rio Grande.

The subject is respectfully presented for the consideration of Congress.

Very respectfully, your obedient servant,

B. R. COWEN,  
Acting Secretary.

The SPEAKER of the House of Representatives.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
Washington, D. C., January 8, 1875.

SIR: I have the honor to transmit, inclosed, a petition received by reference from Hon. S. P. Elkins, signed by citizens of Colfax County,

Territory of New Mexico, asking, for reasons therein stated, that certain Indians may be removed west of the Rio Grande to their reservation.

I respectfully call your attention to a letter from this Office, dated February 2, 1874, submitting an agreement concluded with the Jicarilla Apache and certain Ute Indians of said Territory, dated December 10, 1873, providing for the location of said Indians upon the reservation therein described, and the relinquishment of their claims to all other lands heretofore claimed by them. This agreement was made subject to ratification by Congress, and this Office in the letter referred to recommended that the same be forwarded to that body for its action. Final action not having been taken at the last session of Congress upon the matter, I respectfully recommend that the inclosed petition may be transmitted to the Speaker of the House of Representatives, to be considered in connection with the agreement referred to.

Very respectfully, your obedient servant,

EDW. P. SMITH,  
*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

*To the honorable Secretary of the Interior, Washington, D. C. :*

The undersigned, citizens of the county of Colfax, Territory of New Mexico, beg leave to represent:

That the tribes of Indians known as the Jicarilla Apaches and the Mowache Utes, which are, and for a long time have been, located in said county, have become the source of serious inconvenience and annoyance to the people thereof; that their conduct, instead of improving, has been growing worse, and, during the past year, has been such as to almost amount to open hostility. They have invaded cultivated fields, and turned their horses upon the crops, causing great damage to the owners thereof, and when, in accordance with the local law, their animals have been seized and held to satisfy the damages, the Indians have taken them from the authorities by force; they have, in numerous cases, killed large numbers of sheep and cattle belonging to citizens of the county; they have broken into dwelling-houses, intimidating and threatening the inmates, and compelling them to give up supplies of food, and have even gone so far as to fire upon men who resisted their killing of sheep and cattle. These are not isolated cases, but are of constant occurrence, and, if much longer continued, will inevitably lead to a collision between the whites and Indians, productive of disastrous results.

In view of these facts, we respectfully ask that the aforesaid tribes of Indians be removed to their proper reservations with as little delay as may be.

Asa F. Middaugh.  
Lewis Kingman.  
W. R. Merley.  
Mathew Lynch.  
Jno. B. McCullough.  
J. E. Martine.  
J. M. S. Lacy.  
F. J. Tolby.  
Jas. Robinson.  
William Wiggins.  
James Wilson.  
Charlie Bingham.  
Robt. Johnson.  
Samuel Adams.  
J. H. Brumley.  
Allen H. Carey.  
John Miller.  
B. Chandler.  
John Lee.  
H. T. Hoddins.  
J. Clutton.  
Robert Grigsley,  
Robert Adams.

W. H. Wilcox.  
Hermann Heller.  
Squire T. Hartt.  
W. E. Corbett.  
J. C. Turner.  
H. Jick.  
John Walters.  
O. N. Ainsworth.  
W. H. Trywill.  
Wm. Wooden.  
John Watts.  
J. M. Cunningham.  
John Stanford.  
James Harris.  
Geo. G. Brown.  
C. G. Burbank.  
M. Heck.  
John Reynolds.  
G. Morrison.  
Thomas Martin.  
Tony Meloche.  
D. W. Stevens.  
C. N. Story.

Jas. Hartwright.  
Thos. Lowthiar.  
Joseph A. Herburg.  
H. S. Babcock.  
Thos. Irwin.  
J. W. Clousers.  
J. M. Grover.  
Geo. M. Carpenter.  
John Pearson.  
Will. D. Damon.  
Hugh Brimmer.  
Martin Guaney.  
G. W. Smith.  
S. Maxsam.  
John Greeley.  
Michael Regan.  
G. R. Peter.  
H. W. Carr.  
Joseph Lowrey.  
Henry Duncan.  
Thomas Byrd.  
P. B. Smith.  
Wm. Middleton.



John W. Turner.  
 Aaron Hollenbek.  
 Timothy Ring.  
 O. J. Niles.  
 W. W. Bollinger.  
 I. V. Kilbourn.  
 Mike Kelly.  
 Thos. N. Barnes.  
 Harry Masure.  
 Robert Tally.  
 Jens Henriksen.  
 Magnus Alison.  
 H. H. Holford.  
 D. F. Phelan.  
 F. J. Will.  
 Chas. Peterson.  
 Wm. Milton.  
 E. W. McDowell.  
 G. S. Read.  
 A. J. Faught.  
 Dallas Cummings.  
 Thomas Richey.  
 Charles Ottaway.  
 John E. Codlen.  
 J. S. Marshall.  
 John Moemann.  
 J. J. Longwell.  
 Geo. Watson.  
 N. B. Stepp.  
 Robt. Stepp.  
 J. Faulkner.  
 John Lenhoff.  
 W. Moore.  
 J. M. Brown.  
 Frank Dinick.  
 Simon Davis.  
 L. D. Livingston.  
 J. Thome.  
 J. H. Kingman.  
 Harry Whigham.  
 R. H. Cowan.  
 John Smith.  
 John Jones.  
 Wm. Gravelle.  
 E. H. Berguana.

L. S. Newland.  
 M. V. Mechel.  
 James Martin.  
 T. F. Chapman.  
 Albert Henderson.  
 John Hamilton.  
 H. M. James.  
 T. S. Clay.  
 R. W. Davenport.  
 W. H. Munn.  
 David R. Braden.  
 Wm. H. Hall.  
 J. T. Clark.  
 Henry M. Ames.  
 M. Trause.  
 David Haynes.  
 E. H. Warner.  
 Jas. Holbrook.  
 C. R. Ottawa.  
 G. A. Bushnell.  
 J. L. Woodward.  
 Barton C. Keep.  
 Robt. Barnes.  
 H. Schwenk.  
 Schwenk & Will.  
 George Hunter.  
 Robert Allen.  
 W. H. Sadworth.  
 P. M. Davenport.  
 John Cossairt.  
 Robert P. Jones.  
 Wm. E. Jones.  
 Robt. E. Gray.  
 H. H. Simpson.  
 G. J. Howard.  
 N. Mitchell.  
 D. L. Bucklin.  
 H. Harruse.  
 Jos. E. Lumes.  
 Emil Gruner.  
 Albert Tison.  
 William Roison.  
 S. E. Welding.  
 Jas. A. Bennett.  
 J. E. Temple.

Jos. R. Temple.  
 James Henderson.  
 S. M. Lowell.  
 John Henry.  
 J. H. Thorp.  
 P. Burleson.  
 Mat. Bumgarner.  
 Wm. Smith.  
 Geo. H. Buck.  
 Robert Richards.  
 John P. Ryan.  
 Fird Davis.  
 J. S. Conels.  
 Wm. Brothers.  
 John Granger.  
 A. J. Wood.  
 Joseph W. Kelly.  
 Pat Lyons.  
 John Reed.  
 William Butler.  
 R. A. Butler.  
 Henry Butler.  
 G. R. York.  
 C. R. Reed.  
 J. M. Hamblet.  
 J. W. Hamlet.  
 C. F. Smith.  
 C. D. Thompson.  
 Wilson Huigins.  
 George Wilson.  
 James W. Kelly.  
 H. B. Wallace.  
 A. E. Powers.  
 A. C. Wright.  
 Rob Atkinson.  
 A. J. Howell.  
 Wm. H. Hogan.  
 B. F. Houx.  
 J. McCarty.  
 Daniel Sandobal.  
 C. Lara.  
 Robert Davis.  
 Joseph Raines.  
 Henry M. Porter.



CIMARRON, N. MEX., December 22, 1874.

Forwarded at the request of the signers, and would respectfully recommend the removal.

ALEXR. G. IRVINE.

Hon. S. B. ELKINS,  
*Delegate in Congress, Washington, D. C.*

I most earnestly join in the prayer of the within-named petitioners, and hope the Indians may be removed west of the Rio Grande. I know, of my own personal knowledge, many of the facts are true as stated.

Respectfully,

S. B. ELKINS.

DECEMBER 31, 1874.



PRAIRIE BAND OF POTTAWATOMIE INDIANS.

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LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*A draught of a bill providing for the investment of certain funds belonging to the Prairie band of Pottawatomie Indians.*

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JANUARY 27, 1875.—Referred to the Committee on Indian Affairs and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 23, 1875.*

SIR: I have the honor to inclose herewith, copy of a letter from Hon. Edward P. Smith, Commissioner of Indian Affairs, dated the 21st instant, inclosing draught of a bill providing for the investment of certain funds belonging to the Prairie band of Pottawatomie Indians.

I concur with the Commissioner in regard to the investment of the funds belonging to the above-named Indians, and would respectfully request that the subject may receive the favorable action of Congress.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 21, 1875.*

SIR: I am in receipt of a letter from Mr. A. F. Navarre, delegate of the Prairie band of Pottawatomie Indians, dated the 18th instant, requesting, on behalf of said band, that all but fifteen thousand dollars of the funds due them arising from the sale of Pottawatomie lands to the Atchison, Topeka and Santa Fé Railroad Company be permanently invested in United States bonds for the benefit of said Prairie band, the interest accruing thereon to be paid to them semi-annually; also, that fifteen thousand dollars of said funds be immediately paid to the Indians

to relieve them from destitution and want caused by the destruction of their crops the past year by drought and grasshoppers.

The funds referred to amount to \$118,634, being the proportion due the Prairie band of the proceeds of the Pottawatomie lands sold as above, after deducting the amount necessary to re-imburse the United States for money appropriated and advanced to said Indians, by the act of May 29, 1872, to carry out the provisions of the fourth article of the treaty of November 15, 1861.

In compliance with the request of Mr. Navarre, I have caused to be prepared a draught of a bill providing for the investment of said funds, after reserving fifteen thousand dollars, or so much thereof as may be necessary, to be used and expended under the direction of the Secretary of the Interior, to relieve the immediate and pressing necessities of said Indians, and respectfully recommend that the same, after receiving the approval of the Department, be transmitted to Congress for the necessary action of that body.

Very respectfully, your obedient servant,

EDWD. P. SMITH,  
*Commissioner.*

[ Hon. SECRETARY OF THE INTERIOR.

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A BILL providing for the investment of certain funds belonging to the Prairie band of Pottawatomie Indians, now in the hands of the Secretary of the Interior.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and hereby is, directed and authorized to invest in United States stocks the amount due the Prairie band of Pottawatomies of the proceeds of surplus lands, sold under the 5th article of the treaty of November 15, 1861, with the Pottawatomie Indians, said funds, after investment, to become a permanent fund, and such portion thereof as may be deemed advisable by the Secretary of the Interior shall be added to the fund known as "Trust fund, interest due Pottawatomies, education," and the remainder to the fund known as "Trust fund, interest due Pottawatomies, mills:" Provided, That the sum of fifteen thousand dollars, or so much thereof as may be necessary, of the amount above referred to, may, under the direction of the Secretary of the Interior, be used and expended to relieve the immediate and pressing wants of said Indians.*

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KASKASKIA INDIANS.

LETTER

FROM THE

ACTING SECRETARY OF THE INTERIOR,

IN RELATION TO

*An estimate of appropriation required for the confederated tribes of the Kaskaskias, &c., in the State of Kansas.*

JANUARY 27, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 19, 1875.*

SIR: I have the honor to inclose herewith, for the favorable action of Congress, copy of a communication dated the 14th instant from Hon. S. S. Burdett, Commissioner of the General Land-Office, inclosing an estimate of appropriation required for the confederated tribes of the Kaskaskias, &c., in the State of Kansas.

Very respectfully, your obedient servant,

B. R. COWEN,  
*Acting Secretary.*

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND-OFFICE,  
*Washington, D. C., January 14, 1875.*

SIR: In reply to your communication of the 26th ult., inclosing copy of letter addressed you by the Commissioner of Indian Affairs, bearing date December 22, 1874, requesting that I submit an estimate of appropriation for the sum of \$1,209.88, if this be the actual deficiency in the accounts of William Brindle, late receiver of public moneys at Lecompton, Kansas, on account of sales of trust-lands belonging to the Kaskaskias, &c., under treaty of 1854, I have the honor to submit herewith the estimate for that amount in duplicate. It appears, from the records of this Office, that there is due the United States, by William Brindle, late receiver, on account of sales of above-named lands, the sum of \$8,170.45, as exhibited per report to First Comptroller, No. 16382, dated

April 8, 1861. It also appears, from the records of the Indian-Office, that Receiver Brindle refunded to the United States Treasury, September 3, 1861, the sum of \$142.27, which reduced the amount of deficiency to \$8,028.18. On the 3d of March, 1865, Congress appropriated the sum of \$6,818.30, as held by said Brindle from sale of those lands and unaccounted for, (Stat. at Large, vol. 13, p. 547.) From the above exhibit it seems that there still remains a deficiency of \$1,209.88 due the said Indians. This difference between the amount *actually* due at the time the appropriation by Congress was granted, and the sum appropriated, is accounted for by the refundment by the honorable Secretary of the Interior of balances of funds placed in his hands for investment for the benefit of the tribes, and subsequently accounted for in the Indian-Office as proceeds from sales of the lands.

Very respectfully, your obedient servant,

S. S. BURDETT,  
*Commissioner.*

Hon. C. DELANO,  
*Secretary of the Interior.*

---

*Estimate of appropriation required for the confederated tribes of the Kaskaskias, &c., in the State of Kansas.*

For the amount of one thousand two hundred and nine dollars and eighty-eight cents, the balance still due the confederated tribes of the Kaskaskias, Peorias, Weas, and Piankeshaws, arising from the sale of their "trust-lands" by William Brindle, late receiver of public moneys at Leecompton, Kansas. \$1,209 88

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KICKAPOO INDIANS.

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L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*An estimate of appropriations to pay certain members of the Kickapoo tribe of Indians.*

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JANUARY 27, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 23, 1875.*

SIR: I have the honor to inclose herewith, for the favorable action of Congress, copy of a communication from the Commissioner of Indian Affairs, dated 21st instant, inclosing an estimate of appropriation required to pay certain members of the Kickapoo tribe of Indians, who have elected to become citizens of the United States, their proportion of the tribal funds.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 21, 1875.*

SIR: By the act making appropriations for the Indian service for the fiscal year ending June 30, 1873, (Stat., 17, p. 174,) the Secretary of the Interior is directed to ascertain the proportionate amount of funds, and the cash value thereof, to which any members of the Kickapoo tribe of Indians may be entitled, by reason of having become citizens of the United States under the provisions of the third article of the treaty with said Indians, of June 28, 1862, (Stat., 13, p. 624,) and by converting so much of the securities of the tribe as may be necessary for this purpose, pay the same to each person so entitled, under such rules as he may prescribe; provided that no part of said money due or belonging to minor children be paid to them, or to any person for them, until said children shall have attained the age of twenty-one years.

Referring to the above, I have now the honor to report that seven Kickapoo Indians, all male adults, having complied with the requirements of said article of the treaty, with a view to their citizenship with the United States, have had their several allotments of land conveyed to them by patents in fee-simple, and are now entitled to their proportion of the cash value of the credits of the tribe, principal and interest.

The credits referred to are as follows :

One hundred thousand dollars appropriated under the provisions of the second article of the treaty of May 18, 1854, (Stat., 10, p. 1079,) on which 5 per cent, interest is annually paid to the tribe for educational and other beneficial purposes.

One thousand five hundred and eighty-three dollars and forty-six cents, being the balance of interest on the principal of \$100,000, as above, appropriated for the fiscal year ending June 30, 1873, and now on the books of this Office.

One hundred and thirty-seven thousand four hundred dollars, being the amount invested in United States registered 5 per cent. bonds, as proceeds from sales of lands under the provisions of the fifth article of the treaty of June 28, 1862. (Stat., 13, p. 625.)

The proportionate share of the above funds to which the seven persons who have elected to become citizens are entitled, the basis of calculation being two hundred and ninety-six, the original number of the tribe, is as follows :

Of \$100,000, $\frac{7}{296}$ is equal to.....	\$2,364 86
Of \$1,583.46, $\frac{7}{296}$ is equal to.....	37 45
Of \$137,400, $\frac{7}{296}$ is equal to.....	3,249 32

Making a total of.....	5,651 63
------------------------	----------

to which said seven persons are entitled.

Of the amount due said persons, the sum of \$2,364.86, being their share of the \$100,000 set apart for educational and other beneficial purposes, will have to be appropriated, and the authority of Congress obtained to sell the proportion of said persons of the \$137,400 in United States stocks, and I therefore herewith submit an estimate of appropriation for the sum named, and respectfully recommend that the same be transmitted to Congress for its action.

Very respectfully, your obedient servant,

EDWD. P. SMITH,  
*Commissioner.*

• Hon. SECRETARY OF THE INTERIOR.

*Estimate of appropriation required to pay certain members of the Kickapoo tribe of Indians who have elected to become citizens of the United States their proportion of the tribal fund.*

For this amount, to enable the President of the United States to carry out the provisions of the third article of the treaty with the Kickapoo Indians, of June 28, 1862, to be paid under such rules as the Secretary of the Interior may prescribe, to seven Kickapoo Indians who have become citizens of the United States, the same being their proportion of the sum of \$100,000 provided for said tribe for educational and other beneficial purposes, per treaty of May 18, 1854.....

\$2,364 86

And the Secretary of the Interior is hereby authorized to sell for their benefit United States stocks amounting to \$3,249.32, being the proportion of said persons of \$137,400, held in trust for the Kickapoo tribe of Indians, the proceeds thereof to be paid to the seven persons who have elected to become citizens of the United States, as above.



ALEXANDER BURTCH.

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MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

*His reasons for withholding his approval to an act for the relief of  
Alexander Burtch.*

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FEBRUARY 1, 1875.—Referred to the Committee on Military Affairs and ordered to  
be printed.

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*To the House of Representatives :*

I have the honor to return herewith House bill No. 4462, entitled "An act for the relief of Alexander Burtch," from which I withhold my approval for the reasons given in the accompanying letter of the Secretary of War.

U. S. GRANT.

EXECUTIVE MANSION, *January 30, 1875.*

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WAR DEPARTMENT,  
*Washington City, January 28, 1875.*

SIR: I have the honor to return House bill 4462 "for the relief of Alexander Burtch."

It appears, from the records of this Office, that Alexander Burtch, Company H, First Indiana Artillery, enlisted July 24, 1861, for three years, re-enlisted as a veteran January 1, 1864, and deserted at Fort Gaines, Alabama, September 25, 1865, and was a deserter, at large, at date of muster out of his company January 10, 1866.

This Department emphatically objects to this bill becoming a law, upon the ground of its great injustice to every soldier who served honorably until his services were no longer required by the Government.

Very respectfully, your obedient servant,

WM. W. BELKNAP,  
*Secretary of War.*

To the PRESIDENT.



SUFFERERS IN KANSAS AND NEBRASKA.

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MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RELATIVE TO

*Supplies furnished the suffering people of Kansas and Nebraska in consequence of the drought and the grasshopper-plague.*

---

FEBRUARY 3, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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*To the Senate and House of Representatives :*

I have the honor to lay before Congress a communication of the Secretary of War relative to the action taken in issuing certain supplies to the suffering people in Kansas and Nebraska, in consequence of the drought and grasshopper-plague, and to respectfully request that such action be approved.

U. S. GRANT.

EXECUTIVE MANSION, *February 3, 1875.*

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WAR DEPARTMENT,  
*Washington City, January 29, 1875.*

SIR: I have the honor to state that, with your approval, and in view of the emergency existing, there have been issued, by the Quartermaster's Department, to the suffering people of Kansas and Nebraska, woolen blankets, great-coats, sack-coats, trowsers, and pegged bootees.

These issues were made as an act of charity to the people in the States mentioned, who were rendered destitute by reason of the drought and the grasshopper-plague.

Although made by your authority, in response to a very general demand, the issues were without authority of law, and I have the honor to request that this matter be represented to Congress, in order that the action taken may be legalized.

As precedents for such action I would refer to the acts of April 23, May 13, June 23, 1874, (sec. 6,) and the joint resolution of May 28, 1874, for the relief of the suffering and destitute people on the Lower Mississippi, the Tombigbee, Warrior, and Alabama Rivers.

Very respectfully, your obedient servant,

WM. W. BELKNAP,  
*Secretary of War.*

To the PRESIDENT.

C

SIoux INDIANS.

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LETTER

FROM

THE SECRETARY OF THE INTERIOR,

SUBMITTING

*An amendment to Indian appropriation bill, asking an appropriation to extinguish rights to hunt, under treaty of April 29, 1868, with Sioux Indians.*

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FEBRUARY 3, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., February 1, 1875.*

SIR: I have the honor to transmit herewith a copy of a communication, dated the 30th ultimo, from the Commissioner of Indian Affairs, relative to an amendment to the Indian appropriation bill, proposed by the Hon. W. R. Steele, of Wyoming Territory, whose letter on the subject, dated the 28th ultimo, addressed to this Department, is also transmitted.

The amendment involves an appropriation of \$50,000, an estimate for which is submitted, for the purpose of extinguishing the rights of the Sioux Indians, claimed by them under the provisions of the eleventh and sixteenth articles of the Sioux treaty of April 29, 1868, to the country north of the North Platte and east of the summits of the Big Horn Mountains, and to hunt over the same.

The objects proposed in the amendment referred to meet the unqualified approval of this Department, and the subject is commended to the favorable consideration of Congress.

Very respectfully, your obedient servant,

C. DELANO, *Secretary.*

The SPEAKER of the House of Representatives.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 30, 1875.*

SIR: I have the honor to acknowledge the receipt, by reference from you, of a communication from Hon. W. R. Steele, of Wyoming Territory, dated January 28, 1875, submitting a proposed amendment to the Indian appropriation bill, making an appropriation of \$50,000, or so much thereof as may be necessary, for presents to the Sioux Indians of the Red Cloud and Spotted Tail agencies, with a view to the extinguish-

ment of the rights mentioned in the 11th and 16th articles of the treaty concluded with the Sioux Indians, April 29, 1868, as follows:

Add, after line 1338, on page 55 of bill, as an additional section, the words—

"For this amount, or so much thereof as may be necessary, for the purchase of presents, or for the civilization of the Sioux of the Red Cloud and Spotted Tail agencies, or for such other purposes as the Secretary of the Interior may deem best for their benefit, on condition that said Indians shall surrender the right claimed under treaty stipulations, to have the lands north of the North Platte River and east of the summits of the Big Horn Mountains, in the Territory of Wyoming, held and considered as unceded Indian territory, and also the right so claimed to hunt over the same: Fifty thousand dollars.

"And the President of the United States is hereby authorized to appoint a commissioner to negotiate with said Indians for the relinquishment and surrender of the said rights and privileges."

In reply I have respectfully to state that the objects proposed in the amendment referred to, meet with the cordial approval of this Office.

It is very desirable to put an end to these hunting parties north of the North Platte River, as they are of no material advantage to the Indians engaged in such hunts, (since the buffalo have in the main left the country,) but are a source of continual annoyance to white settlers in that country, and so long as said rights are not extinguished the settlement of that country will be postponed.

The communication of Mr. Steele is herewith respectfully returned.

Very respectfully, your obedient servant,

EDWD. P. SMITH,  
*Commissioner.*

Hon. SECRETARY OF THE INTERIOR.

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HOUSE OF REPRESENTATIVES,  
*Washington, D. C., January 28, 1875.*

DEAR SIR: I respectfully submit for your consideration the inclosed proposed amendment to the Indian appropriation bill, and request your approval of the same, if consistent with your sense of duty, and, in that connection, beg leave to call your attention to inclosed copy of letter from the Hon. Commissioner of Indian Affairs. The extinguishment of the rights mentioned in the amendment have been recommended by Doctor Cox, Mr. Hinman, Mr. Lines, and, I believe, by all conversant with the facts, and the desirableness and necessity for such action has never been doubted or reported against. The success of the proposed negotiations would do much to advance the development, peace, and prosperity of the entire section of country mentioned.

Very respectfully,

W. R. STEELE.

Hon. C. DELANO,  
*Secretary of the Interior.*

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*Proposed amendment.*

Add, after line 1338, on page 55 of bill, as an additional section, the words—

"For this amount, or so much thereof as may be necessary, for the purchase of presents or for the civilization of the Sioux of the Red Cloud and Spotted Tail agencies, or for such other purpose as the Secretary of the Interior may deem best for their benefit, on condition that said Indians shall surrender the right claimed under treaty stipulations, to have the land north of the North Platte River and east of the summits of the Big Horn Mountains, in the Territory of Wyoming, held and considered as unceded Indian territory, and also the right, so claimed, to hunt over the same: Fifty thousand dollars. And the President of the United States is hereby authorized to appoint a commission to negotiate with said Indians for the relinquishment and surrender of the said rights and privileges."

SURVEYS AND RECONNAISSANCES.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The absence from appropriation bills of the item for expenses of surveys and reconnaissances in the military divisions and departments.*

FEBRUARY 3, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

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WAR DEPARTMENT,  
January 30, 1875.

The Secretary of War has the honor to transmit to the House of Representatives, for the consideration of the Committee on Appropriations, letter of the Chief of Engineers, dated the 29th instant, relative to the absence from appropriation bills of the item for expenses of surveys and reconnaissances in the military divisions and departments.

Concurring in the views of the Chief of Engineers, an appropriation of \$30,000 is respectfully recommended for the purpose mentioned.

W. W. BELKNAP,  
Secretary of War.

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OFFICE OF THE CHIEF OF ENGINEERS,  
Washington, D. C., January 29, 1875.

SIR: I do not observe in any of the appropriation bills prepared by the Committee on Appropriations of the House of Representatives any item for the expenses of surveys and reconnaissances in the military divisions and departments.

As you are aware, there are at nearly all the headquarters of the four military divisions and the nine military departments officers of engineers whose duty it is to collect geographical and other information, and these officers do, by means of their own explorations and surveys, and by collecting the notes, sketches, and maps made by the officers and soldiers belonging to the western posts, in their scouts and campaigns, add much year by year to the knowledge of the interior of the country, which is not only essential to the generals in command of these departments and divisions, but useful to the nation generally.

The expenses connected with these surveys are for instruments and

note-books, the drawing and printing of maps issued from the different headquarters and from this Office, and other necessary expenses.

In view of the above I have respectfully to suggest for your consideration the propriety of asking Congress to grant, in its appropriations for the Army, the sum of \$30,000 for surveys and reconnaissances in the military divisions and departments.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,

*Brigadier-General and Chief of Engineers.*

Hon. W. W. BELKNAP,

*Secretary of War.*

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MILITIA FORCE OF THE UNITED STATES.

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LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

*An abstract of the militia force of the United States.*

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FEBRUARY 3, 1875.—Referred to the Committee on the Militia and ordered to be printed.

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WAR DEPARTMENT,  
*January 30, 1875.*

The Secretary of War has the honor to transmit to the United States Senate and House of Representatives, in compliance with the act of March 2, 1803, an abstract of the militia force of the United States.

WM. W. BELKNAP,  
*Secretary of War.*

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WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,  
*Washington, January 28, 1875.*

SIR: I have the honor to inclose herewith abstract of the militia force of the United States, for transmission to Congress, in compliance with the act approved March 2, 1803. (*Vide* Mis. Doc. No. 11, H. R., Forty-third Congress, 2d session.)

I am, sir, very respectfully, your obedient servant,  
E. D. TOWNSEND,  
*Adjutant-General.*

The Hon. the SECRETARY OF WAR.

*Abstract of the militia force of the United States (organized and unorganized) according to the latest returns received at the office of the Adjutant-General, United States Army, furnished for the information of the Congress of the United States in compliance with the act approved March 2, 1803.*

States and Territories.*	Year.	Organized strength.							Number of men available for military duty, unorganized.	Remarks.
		General officers.	General staff officers.	Regimental, field, and staff officers.	Company officers.	Total commissioned.	Total non-commissioned officers, musicians, privates, &c.	Aggregate.		
Maine.....	1874	1	30	8	38	67	918	985	78, 376	Returns not received.
New Hampshire.....	1873	1	13	8	37	59	597	656	30, 115	
Vermont.....	1874	4	99	111	292	436	6, 092	6, 528	212, 147	Returns not received.
Massachusetts.....	1874	4	40	166	113	323	2, 476	2, 799	34, 963	
Rhode Island.....	1874	1	16	36	109	162	2, 231	2, 393	59, 940	Returns not received.
Connecticut.....	1874	31	330	259	1, 116	1, 736	20, 612	22, 346	471, 859	
New York.....	1873	3	30	78	191	302	3, 395	3, 697	131, 578	Returns not received.
New Jersey.....	1874	13	141	117	450	721	8, 261	8, 982	351, 895	
Pennsylvania.....	1874	5	8	18	59	90	1, 161	1, 251	88, 246	Returns not received.
Delaware.....	1874	2	2	6	43	53	931	984	1150, 000	
Maryland.....	1870	4	7	30	252	293	8, 230	8, 523	77, 040	Returns not received.
Virginia.....	1872	6	34	47	253	340	.....	340	25, 363	
West Virginia.....	1873	7	24	79	54	164	1, 298	1, 492	118, 219	Do.
Georgia.....	1874	10	49	22	112	193	2, 778	2, 971	110, 269	
Florida.....	1874	1	1	3	63	68	1, 352	1, 420	74, 458	Do.
Alabama.....	1873	11	9	.....	238	258	5, 795	6, 053	95, 165	
Mississippi.....	1870	.....	2	66	68	1, 367	1, 435	170, 685	.....	Do.
Louisiana.....	1872	.....	6	8	77	91	1, 451	1, 542	229, 725	
Texas.....	1873	.....	1	.....	.....	.....	.....	.....	377, 833	Unorganized streng not reported.
Arkansas.....	1874	1	9	6	48	64	1, 020	1, 084	417, 428	
Kentucky.....	1870	.....	.....	.....	.....	.....	.....	.....	.....	No enrollment.
Tennessee.....	1872	.....	.....	.....	.....	.....	.....	.....	.....	
Ohio.....	1873	.....	.....	.....	.....	.....	.....	.....	.....	Do.
Indiana.....	1874	.....	.....	.....	.....	.....	.....	.....	.....	
Michigan.....	1870	.....	.....	.....	.....	.....	.....	.....	.....	Returns not received.
Illinois.....	1872	.....	.....	.....	.....	.....	.....	.....	.....	
Missouri.....	1874	.....	.....	.....	.....	.....	.....	.....	.....	Do.
Wisconsin.....	1870	.....	.....	.....	.....	.....	.....	.....	.....	
Minnesota.....	1874	.....	.....	.....	.....	.....	.....	.....	.....	Do.
Iowa.....	1872	.....	.....	.....	.....	.....	.....	.....	.....	
Nebraska.....	1873	.....	.....	.....	.....	.....	.....	.....	.....	Returns not received.
Kansas.....	1874	.....	.....	.....	.....	.....	.....	.....	.....	
Nevada.....	1870	.....	.....	.....	.....	.....	.....	.....	.....	Returns not received.
Oregon.....	1873	.....	.....	.....	.....	.....	.....	.....	.....	
California.....	1874	.....	.....	.....	.....	.....	.....	.....	.....	Returns not received.
Grand aggregate.....	119	883	1, 065	4, 008	6, 075	78, 649	84, 794	3, 701, 977	.....	

\* No reports have been received from any of the Territories or the District of Columbia.

† Estimated.

E. D. TOWNSEND,  
Adjutant General

ADJUTANT-GENERAL'S OFFICE,  
Washington, D. C., January 26, 1875.

RETIRED OFFICERS.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The effect that House bill 2093, as amended in the Senate, will have on certain retired officers.*

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FEBRUARY 3, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,  
February 1, 1875.

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Military Affairs, copy of letter, dated the 19th ultimo, from Maj. Gen. Eli Long, United States Army, retired, relative to the effect House bill 2093, as amended in the Senate, will have upon him and other retired officers.

WM. W. BELKNAP,  
Secretary of War.

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59 LIBERTY STREET, NEW YORK CITY,  
January 27, 1875.

GENERAL: I see by the Congressional Record of 22d instant two statements, made by General Logan, as I remember them, not having the paper before me; one, that he had taken your advice or opinion on the effect of his amendment to the Crawford bill (House joint resolution No. 2093, I think,) and that you had informed him that the amendment would not affect the old officers, and would be satisfactory, or words to that effect. The other is, that it did not affect General R. W. Johnson or myself. As to the first statement, I don't know whether I am considered one of the old officers or not; I only know that after going to a military school nearly four years, at my own expense, I was appointed in the Army in 1856, and have made a record there which the archives of your Department will show, and which I am proud of, and which I hope my children will be proud of after me. I do not wish to say or do anything that will cause any rank or pay to be taken from the officers excepted from the operation of General Logan's amendment; but I think that an officer who has been in the service as long, and under the

circumstances that I have, and that bears on his person a wound that will not cease to afflict him during life, and that prevents his getting his life insured in any reliable company, and thus provide for his family, as can be easily and satisfactorily shown you is my case, is also entitled to some consideration, though he may not come under the classes excepted from the operation of General Logan's amendment. The practical effect of the bill in my case will be that, instead of the fact of my attaining the rank and command which I held, in the time I did, being a meritorious one, it is made matter of reproach that I did not take twenty-five years to accomplish it.

The second statement of General Logan is a mistake, as the bill affects General Johnson and myself, both injuriously, by degrading us in rank from major to that of brigadier general, and by taking away more than one-fourth of our pay—that is, as the bill was published in the paper aforesaid.

While I don't think or mean to insinuate that any difference with officers would influence you in your official conduct, I will say that in reference to my claim for commutation of fuel and quarters you will bear me witness that I exhausted every effort (and on one occasion your patience) to get the claim settled by your Department before resorting to the Court of Claims, and that I don't think that the fact of appealing to the final authority to pass upon the effect of an act of Congress to decide the question, and settle an honest difference of opinion, could or should prejudice the relations of an officer with the Department. I sincerely hope that if you can do anything in this matter that will, without any injury to others, prevent legislation that will be unjust to me, you will, as an act of simple justice, do it. I will state further that several officers have, since the decision of the Court of Claims on the question of fuel and quarters, applied to me for assistance in obtaining their allowance, and I think I uniformly advised them to apply to you, and that I thought you would order it paid, and that it would be discourteous to you to pursue any other course; and as I heard nothing from them afterward, I presume they did so. I consider it my duty, not only to myself, but to my family, who are entirely dependent upon my pay for their livelihood, that I should at least correct the aforesaid mistake, so that if the adverse legislation is carried through it may not be through any fault or neglect of mine that the movers of it are misinformed as to my case, if it should be considered entitled to any consideration.

The order or act of Congress, I believe, makes you the authoritative channel for official communications of officers of the Army to Congressmen in reference to legislation affecting them, and it is under that order or act that this communication is made, and I hope that you will call the attention of General Logan, or the Military Committee of the House, as may be most proper and effective, to the parts of this communication that may be pertinent to the matter in question; and I would also be obliged if you would cause a note to be written to me, as soon as convenient, in reference hereto.

Very respectfully, your obedient servant,

ELI LONG,

*Major-General, U. S. A., (Retired.)*

Hon. WM. W. BELKNAP,

*Secretary of War, Washington City, D. C.*

*(Through Adjutant-General United States Army.)*

FIRE AT FORT SANDERS, WYOMING.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*Clothing lost by certain United States soldiers, in their efforts to extinguish the fire which occurred at Fort Sanders, Wyo., April 23, 1873.*

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FEBRUARY 3, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT,  
January 28, 1875.

The Secretary of War has the honor to invite the attention of the House of Representatives to his communication of December 3, 1873, transmitting to the House, with recommendation that it be passed, a draught of a joint resolution authorizing an issue of clothing to certain enlisted men of Company I, Second United States Cavalry; Company H, Ninth United States Infantry, and Company E, Third United States Cavalry, in lieu of, and equal in amount to, that lost by them in their efforts to extinguish the fire which occurred at Fort Sanders, Wyo., April 23, 1873, (see H. Ex. Doc. 18, 43d Cong., 1st session,) and to request that the same may receive the early attention of Congress.

WM. W. BELKNAP,  
Secretary of War.



DESTRUCTION OF TREASURY AND NATIONAL-BANK NOTES  
IN ACCIDENT AT BENNING'S BRIDGE.

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LETTER

FROM THE

ACTING SECRETARY OF THE TREASURY,

IN ANSWER TO

*A resolution of the House of January 12, 1875, in relation to the destruction of a large amount of Treasury-notes and national-bank notes in the late accident on the Baltimore and Potomac Railroad, near Benning's Station.*

FEBRUARY 3, 1875.—Referred to the Committee on Ways and Means and ordered to be printed.

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TREASURY DEPARTMENT,  
Washington, D. C., February 2, 1875.

SIR: In compliance with the resolution of the House of Representatives of the 12th ultimo, directing the Secretary of the Treasury to communicate to that body the circumstances attending the destruction of a large amount of Treasury-notes and national-bank notes in the late accident on the Baltimore and Potomac Railroad, near Benning's Station, I have the honor to inclose herewith for your information copies of papers pertaining to the matter, as follows:

Copy of letter from United States Treasurer, of the 14th ultimo, with inclosure.

Copy of letter from the Comptroller of the Currency, of the 21st ultimo, with inclosure.

Copy of correspondence of the United States Treasurer with the postmaster in this city, showing the moneys transmitted from Treasurer's office by registered mail.

List showing the registered stocks of the United States transmitted on the evening in question, as shown by the books of this office.

I have no official information concerning the immediate circumstances attending the disaster, which the resolution appears to call for. I have no reason to suppose, however, that the disaster resulted from any other cause than an accident, or that any serious loss will result therefrom to the Government.

I am, very respectfully, your obedient servant,

CHAS. F. CONANT,  
Acting Secretary.

Hon. JAMES G. BLAINE,  
Speaker of House.

TREASURY OF THE UNITED STATES,  
*Washington, January 14, 1875.*

SIR: In compliance with the resolution of the House of Representatives, passed January 12, 1875, calling upon you to communicate to that body the "circumstances attending the destruction of a large amount of Treasury notes and national-bank notes, in the late accident on the Baltimore and Potomac Railroad, near Benning's Station," which you referred to me for answer to you, I have to say, that so far as "the late accident" is concerned, I know nothing save from newspaper accounts and from hearsay.

It is, however, my duty to state that on the seventh day of January, 1875, there was delivered to Adams Express Company from this office, for transportation to various parties and points north of this city, in United States legal-tender notes, fractional paper currency, and base-metal coin, sums of money aggregating two hundred and fifty-two thousand seven hundred and sixty-four dollars and ninety-seven cents, (\$252,764.97.) There were also delivered on the day named, to the said company, gold-certificates as follows: Of the denomination of five thousand dollars, two million five hundred thousand dollars, and of the denomination of ten thousand dollars, three million dollars. These certificates are all made payable on their faces "to order," and after being filled out to the party making a deposit in gold, require the signature of the Assistant Treasurer at New York before they can be of any use or value to any one.

On the next morning after the delivery, as before stated, Adams Express Company delivered at this office three safes, said to contain the various sums delivered to that company, by this office, on the day before.

These safes were in a heated condition, and bore the unmistakable marks of having been in a fire. The safes were opened in the presence of representatives from your office, of that of the Register of the Treasury, and of this office. I was present in person, and then viewed, and have since more closely and thoroughly examined, the safes and their contents. Some of the packages of money were found intact, in the condition in which they were delivered to the express company, except being scorched, but with the address, directions, and amount on the wrappers being quite legible. Most of the money-packages were in a condition to be easily recognized to correspond with, and as being the same that were delivered to the express company from this office on the day before.

A few of the packages were in such a state as to make it difficult to ascertain their identity. There is, however, not the least doubt that all packages from this office delivered on the day before to the express company were in the safes when the fire occasioned by "the late accident" occurred.

The gold-certificates were found in such condition that the several packages of one hundred certificates each, were easily identified and have been passed upon by the Auditor and Comptroller. A schedule is herewith transmitted that shows the various amounts of money, the names of the parties to whom, and the places where directed, and the denominations of said money in each package separately stated. It is proposed, after the various packages shall have been recognized and identified by the committee of experts appointed from the three offices herein first named, which is now at work on the work of identification, to have the legal-tender notes and the fractional-currency notes destroyed in the manner that like mutilated paper-money is disposed of under existing departmental regulations. After which, the remittances to the parties entitled to receive them will be repeated.



On the same day, the 7th January, 1875, there were mailed eighteen registered letters containing money as per list herewith. A letter was written to the city postmaster, and an answer received in regard to these registered letters.

Copies of both these letters are herewith inclosed. Also the list of the registered letters mailed on that day. From these it will appear that six of the eighteen letters so registered and mailed, containing in the aggregate only ten dollars and fifty cents, were lost.

It is doubted whether there is any way through which these small losses, caused by the burning of the mail, can be made good to the parties to whom the remittances belonged, except by a law of Congress authorizing their payment.

I have the honor to be, very respectfully, your obedient servant,

F. E. SPINNER,

*Treasurer of the United States.*

Hon. B. H. BRISTOW,

*Secretary of the Treasury, Washington, D. C.*

*Exhibits.*

No. 1. Schedule of the kinds of money destroyed, to whom belonging, &c.

No. 2. Letter of Treasurer to the postmaster of Washington City.

No. 3. Letter of postmaster of Washington City to the Treasurer.

No. 4. List of letters from the Treasury mailed and registered January 7, 1875.

*Statement of circulation forwarded to the following-named banks from this office January 7, 1875, and partially destroyed in the safes of Adams Express car.*

No. of package.	Title and location of bank.	Amount.
1	Wamesit National Bank, Lowell, Mass.	\$3,600
3	National Bank of Coxsackie, N. Y.	1,200
4	First National Bank, Oxford, N. Y.	2,400
7	Townsend National Bank, Townsend, Mass.	1,400
9	National Bank of Potsdam, N. Y.	3,000
11	First National Bank, Manitowoc, Wis.	500
12	First National Bank, Charlotte, Mich.	1,200
16	First National Bank, Macomb, Ill.	1,600
17	National Traders' Bank, Portland, Me.	3,400
19	Prescott National Bank, Lowell, Mass.	4,200
20	Appleton National Bank, Lowell, Mass.	5,250
21	Mechanics' National Bank, Newburyport, Mass.	2,600
22	First National Bank, Fall River, Mass.	800
23	First National Bank, Northampton, Mass.	5,700
24	Crocker National Bank, Turner's Falls, Mass.	900
26	First National Bank, Pittston, Pa.	10,700
27	First National Bank, Lowville, N. Y.	500
28	Troy City National Bank, Troy, N. Y.	9,500
29	Central National Bank, Troy, N. Y.	3,240
30	First National Bank, Troy, N. Y.	4,800
31	Mutual National Bank, Troy, N. Y.	4,200
32	Union National Bank, Troy, N. Y.	4,200
33	National State Bank, Troy, N. Y.	3,600
34	United National Bank, Troy, N. Y.	3,200
35	National Exchange Bank, Troy, N. Y.	2,300
36	German National Bank, Newark, N. J.	1,200
37	Manufacturers' National Bank, Newark, N. J.	1,900
38	Princeton National Bank, Princeton, N. J.	300
39	Citizens' National Bank, Piqua, Ohio.	1,800
41	First National Bank, Xenia, Ohio.	1,600
42	Second National Bank, Xenia, Ohio.	1,500
44	National Newark Banking Company, Newark, N. J.	8,200
45	National Bank of Newbury, Vt.	2,100
46	Conway National Bank, Conway, Mass.	1,100
47	Natick National Bank, Natick, Mass.	900
49	First National Bank, Newburyport, Mass.	2,670
49	Merchants' National Bank, Newburyport, Mass.	1,600
50	Ocean National Bank, Newburyport, Mass.	1,400
51	First National Bank, New Bedford, Mass.	6,840
52	Merchants' National Bank, New Bedford, Mass.	5,600

*Statement of circulation forwarded to the following-named banks, &c.—Continued.*

No. of page.	Title and location of bank.	Amount
53	First National Bank, Malden, Mass.	\$2.30
54	National Grand Bank, Marblehead, Mass.	2.25
55	Central National Bank, Lynn, Mass.	4.25
56	First National Bank, Manchester, N. H.	7.25
57	Cumberland National Bank, Cumberland, R. I.	2.00
58	First National Bank, New Berlin, N. Y.	1.00
59	First National Bank, Newark, N. Y.	1.25
60	Highland National Bank, Newburgh, N. Y.	4.00
61	Quassaick National Bank, Newburgh, N. Y.	1.00
62	First National Bank, Oneonta, N. Y.	1.25
63	Second National Bank, Oswego, N. Y.	2.25
64	First National Bank, Oswego, N. Y.	1.25
65	Farmers' National Bank, Malone, N. Y.	1.75
66	Essex County National Bank, Newark, N. J.	1.75
67	National Bank of New Jersey, New Brunswick, N. J.	2.00
69	Orange National Bank, Orange, N. J.	1.25
70	Second National Bank, Newark, N. J.	3.25
77	First National Bank, Crawfordville, Ind.	2.25
78	Second National Bank, Ionia, Mich.	.60
86	Southport National Bank, Southport, Conn.	2.25
87	Pynchon National Bank, Springfield, Mass.	2.25
88	Tompkins County National Bank, Ithaca, N. Y.	2.25
89	First National Bank, Hoboken, N. J.	1.25
92	Hopkinton National Bank, Hopkinton, Mass.	2.25
93	South Danvers National Bank, South Danvers, Mass.	2.25
94	First National Bank, Newport, R. I.	.25
95	First National Bank, Hopkinton, R. I.	.75
96	First National Bank, Hartford, Conn.	1.00
98	National Bank of Oxford, Pa.	2.00
99	National Bank of Gloversville, N. Y.	1.25
100	Waukesha National Bank, Waukesha, Wis.	3.00
101	Chester National Bank, Chester, N. Y.	4.25
102	New London City National Bank, New London, Conn.	3.25
104	American National Bank, Providence, R. I.	20.00
105	Freehold National Banking Company, Freehold, N. J.	5.00
106	First National Bank, Three Rivers, Mich.	3.25
107	National State Bank, Des Moines, Iowa	1.25
108	American National Bank, Detroit, Mich.	2.25
109	Monadnock National Bank, East Jaffrey, N. H.	5.00
111	National Security Bank, Boston, Mass.	.90
112	First National Bank, Portland, Me.	11.25
113	Boonville National Bank, Boonville, Ind.	20.00
116	National Bank of Michigan, Marshall, Mich.	1.25
		<b>\$29.50</b>

TREASURY OF THE UNITED STATES,  
Washington, January 13, 1875.

SIR: Will you please have the kindness to inform me which, if any, of the registered letters of the inclosed list, sent from this office January 7, were destroyed by the burning of the postal car of the New York express-train on the night of said date?

Respectfully,

F. E. SPINNER,  
Treasurer United States.

J. M. EDMUNDS, Esq.,  
Postmaster, Washington, D. C.

CITY POST-OFFICE,  
Washington, D. C., January 14, 1875

SIR: In answer to your inquiry of January 13, I respectfully report the loss of the following letters:

William T. Moore, Milford, Del.	\$1.25
Charles Burnham, New York, N. Y.	.50
B. Carroll, New York, N. Y.	1.00
J. B. Fletcher, postmaster, Preston, Md.	.60
Amos N. Hall, postmaster, East Randolph, N. Y.	3.00
Charles A. Fuller, Sherburne, N. Y.	3.50
	<b>10.25</b>

Very respectfully,

J. M. EDMUNDS,  
Postmaster.

Hon. F. E. SPINNER,  
Treasurer, Washington, D. C.

List of registered letters transmitted January 7, 1875:

D. M. Burgess, Central Plains, Va.  
 William T. Moore, Milford, Del.  
 E. E. Foster, postmaster, Allerton, Iowa.  
 Charles Burnham, New York, N. Y.  
 W. W. Lowdermilk, postmaster, Auburn, Ill.  
 Nic Weicher, Vanville, Wis.  
 E. J. Rogers, Rockport, Ind.  
 H. A. Towner, postmaster, Trempealeau, Wis.  
 P. Carroll, New York, N. Y.  
 Baldwin & Davis, Bynumville, Mo.  
 J. B. Fletcher, postmaster, Preston, Md.  
 L. A. Ferguson, Macon, Miss.  
 Amos A. Hall, postmaster, East Randolph, N. Y.  
 Charles A. Fuller, Sherburne, N. Y.  
 Mrs. Augusta Chapman, San Francisco, Cal.  
 Cole & Paul, Plum Hollow, Iowa.  
 David White, Helena, Ark.  
 F. C. Livingston, Madison, Fla.



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 TREASURY DEPARTMENT,  
 OFFICE OF COMPTROLLER OF THE CURRENCY,  
 Washington, January 21, 1875.

SIR: I have the honor to acknowledge the receipt of a copy of a resolution of the House of Representatives, passed January 12, 1875, directing the Secretary of the Treasury "to communicate to this House the circumstances attending the destruction of a large amount of Treasury-notes and national-bank notes in the late accident on the Baltimore and Potomac Railroad, near Benning's Station."

I have no official information in reference to the circumstances attending the destruction of national-bank notes at the time and place referred to in the resolution. There was, however, delivered to the Adams Express Company, from this Office, on the 7th January instant, eighty-three (83) packages of unsigned national-bank notes, amounting in the aggregate to \$289,630, addressed to various national banks. On the 8th of January the Adams Express Company delivered to the Treasury Department three (3) safes, containing the packages referred to, which had been duly receipted for by that company on the day previous. These safes were opened in the presence of the Treasurer of the United States, the Comptroller of the Currency, and a representative from your Office, and agents of the national banks to whom the packages were directed. The unsigned circulating-notes contained in the packages have since then been identified to the entire satisfaction of representatives from your Office, from this Office, from the Office of the Treasurer of the United States, and of the agents of the banks, and have been destroyed, as provided in section 24 of the national-bank act, and certificates of such destruction by burning, signed by the parties so appointed, have been placed upon the records of this Office, and duplicates thereof forwarded to the respective associations.

I inclose herewith a statement of the names of the national banks to which these packages were addressed, together with the amount contained in each.

I have the honor to be, very respectfully,

JOHN JAY KNOX,  
 Comptroller.

Hon. B. H. BRISTOW,  
 Secretary of the Treasury.

## ACCIDENT AT BENNING'S BRIDGE.

List of registered stock mailed on the evening of the 7th instant.

To whom issued.	DESCRIPTION.				Date of letter received.	To whom sent.	Date of letter of inquiry.
	Character of loan.	No. of bond.	Denomination.	Amount.			
Five Association of Philadelphia	February, 1861	10957	\$1,000	\$1,000	Jan. 5, 1875	Alfred Smith & Co., Philadelphia, Pa.	Jan. 9, 1875
Vermilye & Co.	do	10958-62	1,000	5,000	Jan. 5, 1875	Vermilye & Co., New York	Jan. 11, 1875
Augustus Wiggin	do	10963	1,000	1,000	Jan. 6, 1875	Augustus Wiggin, New York	Jan. 9, 1875
Susan M. Lane	do	1482-9	10,000	20,000	Jan. 4, 1875	Brewster, Bassett & Co., Boston, Mass.	Jan. 11, 1875
H. G. De Forest & al., trustees of Fred.rick L. De Forest.	July, 1861	32338-7	1,000	2,000	Jan. 6, 1875	Baldwin & Weeks, New York.	Jan. 19, 1875
Augustus Wiggin	do	6185-6	500	1,000	Jan. 6, 1875	Augustus Wiggin, New York	Jan. 9, 1875
do	do	32328-35	1,000	8,000			
do	do	11493-97	5,000	15,500			
James Potts, treasurer, &c., New York	do	6187	500	1,500	Jan. 6, 1875	John Buckley, Jr., New York	Jan. 13, 1875
Robert Turner, London, England	do	32336	1,000	1,500			
do	do	6188	500	1,500			
do	do	32337	1,000	1,500			
José Betancourt y Agramonte	do	6189	500	500	Jan. 6, 1875	Wood & Davis, New York	Jan. 15, 1875
Fannie M. Constable, New York	do	11492-3	5,000	10,000	Jan. 6, 1875	Drexel, Morgan & Co., New York	Jan. 9, 1875
do	do	18036	10,000	10,000	Jan. 6, 1875	J. J. Moore & Co., New York	Jan. 9, 1875
Dr. James North	do	11494	5,000	5,000			
do	do	16037	10,000	15,000	Jan. 6, 1875	Drexel & Co., Philadelphia, Pa.	Jan. 8, 1875
H. G. De Forest, &c., trustees of Fred.rick L. De Forest.	March 3, 1863	1490	500	500			
do	do	11399-400	1,000	2,000	Jan. 6, 1875	Baldwin & Weeks, New York	Jan. 19, 1875
do	do	4301	5,000	5,000			
Antonio Delgado y Jimeno	do	2519-31	100	300			
do	do	1810	500	500			
do	do	11401	1,000	1,000			
do	do	303	50	50			
José Lereto Valera	do	2522-24	100	300			
do	do	1811	500	500			
do	do	11402-5	1,000	4,000			
do	do	4302	5,000	5,000	Jan. 6, 1875	Vermilye & Co., New York	Jan. 11, 1875
do	do	304	50	50			
do	do	2525	100	100			
do	do	4303	5,000	5,000			
Alfred S. Mawson	do	6465	10,000	10,000			
S. R. C. Furniss & al., trustees of William Furniss.	do	2526-7	100	300			
Vermilye & Co.	do	11406-8	1,000	3,000			
do	do	1819	500	500			
Augustus Wiggin	do	11409	1,000	1,000	Jan. 6, 1875	Augustus Wiggin, New York	Jan. 9, 1875
James Potts, treasurer, &c., New York	do	11407	1,000	1,000	Jan. 6, 1875	Vermilye & Co., New York	Jan. 13, 1875
Dr. James North, Philadelphia	do	6466-7	10,000	20,000	Jan. 6, 1875	Drexel & Co., Philadelphia, Pa.	Jan. 9, 1875
David Dudley Field	10 40, Mar. 3, 1861	43104	1,000	1,000	Jan. 5, 1875	First National Bank, New York.	Jan. 9, 1875

Drexel & Co.	do	19067	10,000	10,000	10,000	Jan. 6, 1875	Drexel & Co., Philadelphia, Pa.	Jan. 9, 1875
Archibald Gracie King, executor	do	5728-9	500	1,000	1,000	Jan. 5, 1875	James G. King's Sons, New York	Jan. 9, 1875
Do	do	1147-8	50	1,000	1,000	Jan. 6, 1875	Augustus Wiggins, New York	Jan. 9, 1875
Augustus Wiggins	M & N, March 3, 1865	13947	1,000	1,000	1,000	Jan. 6, 1875	Seventh Ward National Bank, New York	Jan. 9, 1875
Wm. Halsey & Co., New York	do	12942-51	1,000	4,000	4,000	Jan. 6, 1875	Phoenix National Bank, New York	Jan. 9, 1875
Albert H. McVean	Cons. Mar. 3, 1865	16134-6	100	300	300	Jan. 6, 1875	First National Bank, New York	Jan. 9, 1875
H. Francis McVean	do	9519	500	500	500	Jan. 6, 1875	Vermilye & Co., New York	Jan. 11, 1875
Annaa Martin	do	9520	500	500	500	Jan. 6, 1875	John J. Moore, 61 William St., New York	Jan. 9, 1875
Charles Edwards	do	31467	1,000	1,000	1,000	Jan. 6, 1875	Nettor & Co., New York	Jan. 9, 1875
Fannie M. Constable	do	9521	500	500	500	Jan. 6, 1875	Fiak & Hatch, New York	Jan. 9, 1875
Do	do	31468-9	1,000	2,000	7,500	Jan. 6, 1875		
Do	do	8559	5,000	5,000	5,000	Jan. 6, 1875		
James J. Roosevelt	do	13966	10,000	10,000	10,000	Jan. 5, 1875		
José Fonce de Leon y Fernandez de Castro	do 1867, March 3, 1865	31847	1,000	1,000	1,000	Jan. 5, 1875		
Emilio Bianchet	do	16123	100	100	100	Jan. 5, 1875		
Do	do	8528	500	500	500	Jan. 5, 1875		
Eugenio Dominquez	do	16124-5	100	200	3,000	Jan. 5, 1875		
Do	do	31848	1,000	1,000	1,000	Jan. 5, 1875		
Vermilye & Co	do	16126-7	100	200	2,000	Jan. 5, 1875		
Do	do	31849	1,000	1,000	1,000	Jan. 5, 1875		
Charles Edwards	do	8529	500	500	500	Jan. 5, 1875		
Matilda Stenbrauch	do	16128-31	100	400	500	Jan. 5, 1875		
Do	do	8530	500	500	900	Jan. 5, 1875		
Amelia T. Dykers	do	31850-1	1,000	2,000	2,000	Jan. 5, 1875		
Rosa E. Rainford	do	31852-3	1,000	2,000	2,000	Jan. 5, 1875		
Louisa Dean	do	31854-6	1,000	2,000	2,000	Jan. 5, 1875		
Eliza A. Dean	do	31857-8	1,000	2,000	2,000	Jan. 5, 1875		
Do	do	8584	5,000	5,000	17,000	Jan. 5, 1875		
Do	do	8585	5,000	5,000	5,000	Jan. 5, 1875		
T. E. Vermilye	do	1257	500	500	500	Jan. 5, 1875		
Farmers and Manufacturers' National Bank, Poughkeepsie, N. Y.	Cons. 1868, March 3, 1865	1251	5,000	5,000	15,500	Jan. 5, 1875		
Do	do	1252	10,000	10,000	10,000	Jan. 5, 1875		
Do	do	1253	10,000	10,000	10,000	Jan. 5, 1875		
Classon & Hays, New York	Funded loan	5434-7	5,000	20,000	20,000	Jan. 5, 1875		
Mrs. Adela A. Taft	do	14110-13	10,000	30,000	30,000	Jan. 5, 1875		
Henry Fink	do	5438	5,000	5,000	30,000	Jan. 5, 1875		
Vermilye & Co.	do	2120-4	500	500	500	Jan. 5, 1875		
Do	do	1560-2	1,500	1,500	20,000	Jan. 5, 1875		
Do	do	8457-64	1,000	5,000	5,000	Jan. 5, 1875		
Do	do	5439	5,000	5,000	5,000	Jan. 5, 1875		
J. and W. Seligman & Co.	do	14161	10,000	10,000	10,000	Jan. 5, 1875		
William H. Fullerton, Windsor, Vt	Pacific Railroad	1729	1,000	1,000	1,000	Jan. 5, 1875		
Total					308,300			

# ACCIDENT AT BENNING'S BRIDGE.

Statement by denominations of money packages delivered to Adams Express Company January 7, 1875, and which was destroyed by the burning of the postal car.

Consigned.	Destination.	Number of lot.	Denominations of money sent.												Nickel.	Amount.		
			United States notes.					Fractional currency.										
			Series of 1874.					Series of 1869.									Series of 1874.	
			500s.	200s.	100s.	50s.	20s.	10s.	5s.	2s.	1s.	50s.	25s.	15s.			10s.	
West Side Bank	New York, N. Y.	1	\$7,000														\$7,000 00	
National Park Bank	do	2	9,500	\$50													9,599 30	
First National Bank	Hamilton, Ohio	3	3,500	40													3,540 65	
E. J. Parker & Co.	Quincy, Ill.	6	1,000	450	40												1,499 50	
Dayton National Bank	Dayton, Ohio	7	1,500	900													1,709 10	
Dayton Savings Bank	do	8	2,000	150	40												2,199 85	
Shawmut National Bank	Boston, Mass.	9	2,000														2,000 00	
Casco National Bank	Portland, Me.	10	1,500	200													1,702 10	
Consolidation National Bank	Philadelphia, Pa.	12	1,500	450	40												1,999 60	
Bank of Commerce	Buffalo, N. Y.	13	1,000														1,000 00	
City Bank	Rochester, N. Y.	14	2,000	450	40												2,000 00	
Brooklyn Trust Company	Brooklyn, N. Y.	16	1,000														1,499 90	
Metropolitan National Bank	New York, N. Y.	17	7,000														7,000 00	
Traders' National Bank	do	18	2,000														2,000 00	
Sixth National Bank	do	19	2,000	350	\$10												2,350 00	
First National Bank	do	20	11,000														11,000 00	
Mechanics and Traders' Bank	do	21	15,500														15,509 35	
Bank of the Manhattan Company	do	22	10,000														10,000 00	
North River Bank	do	23	14,500	450	40												14,999 00	
Nassau Bank	do	24	4,000														4,000 00	
J. L. Gates, cashier National Exchange Company	do	25	1,000	450	40												1,494 50	
James Coleman, postmaster	Fond du Lac, Wis.	26	500	250	20												274 68	
Millwaukee National Bank	Millwaukee, Wis.	27	500	450	40												998 60	
S. J. B. Dible, cashier	Hartford, Conn.	29	1,500														1,501 25	
Merchants' National Bank	New Bedford, Mass.	30	950	40													999 50	
Henry Chieffeler, postmaster	Pittsfield, Mass.	34	200	40													249 25	
Second National Bank	Jersey City, N. J.	35	900	40													5,000 00	
First National Bank	Albany, N. Y.	36	5,000														5,000 00	
German Bank	Buffalo, N. Y.	38	1,950	40													1,999 35	
Carl H. Scholtz	New York, N. Y.	39	1,950	40													1,999 75	
American News Company	do	40	100	40													140 00	
Mechanics and Farmers' Bank	Albany, N. Y.	41	1,000	500	490												1,999 75	
Troy City National Bank	Troy, N. Y.	42	400	40													3,997 60	
Merchants' National Bank	Hartford, Conn.	43	4,000														4,000 00	
Mercantile National Bank	do	44	2,000	1,000													3,000 00	
German Savings Bank	Saint Joseph, Mo.	45	1,000	995	4												999 75	
Bank of Commerce	Millwaukee, Wis.	46	1,000	1,000													2,000 00	
First National Bank	do	48	4,000														4,995 70	
National Exchange Bank	Oshkosh, Wis.	50	500	495													999 40	
First National Bank	do	51	500	495													999 40	



## ACCIDENT AT BENNING'S BRIDGE.

## RECAPITULATION.

United States notes, 500s.....	\$133,000 00	
50s.....	24,600 00	
20s.....	9,200 00	
10s.....	34,660 00	
5s.....	15,100 00	
2s.....	13,688 00	
1s.....	8,460 00	
Fractional currency, 50-cent.....	3,769 50	\$28,706 00
25-cent.....	3,699 50	
15-cent.....	2 10	
10-cent.....	6,587 80	
Nickel, 3-cent.....	06	14,052 00
1-cent.....	01	
		07
Total.....		252,764 97
Also incomplete coin-certificates to U. S. assistant treasurer, New York—		
Of 10,000s, No. 15,501 to 15,800.....	3,000,000 00	
Of 5,000s, No. 12,501 to 13,000.....	2,500,000 00	
Total.....		5,500,000 00

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FINES AND DEDUCTIONS.

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LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING.

*In compliance with the act of June 8, 1872, a report of all fines imposed upon and deductions made from the pay of contractors for transporting the mails of the United States for the year ended June 30, 1874, &c.*

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FEBRUARY 3, 1875.—Referred to the Committee on the Post-Office and Post-Roads and ordered to be printed.

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POST-OFFICE DEPARTMENT,  
Washington, D. C., February 2, 1875.

SIR: In compliance with the eighth section of the act of Congress approved June 8, 1872, I transmit herewith a report of all fines imposed upon and deductions made from the pay of contractors for transporting the mails of the United States for the year ended June 30, 1874, for failure to deliver the mails, or for other causes, with the names of the delinquent contractors, the nature of the delinquency, the route on which and the time when it occurred; the amount of the fine or deduction, and the amount which has been remitted, with the reasons therefor.

Very respectfully, your obedient servant,

MARSHALL JEWELL,  
Postmaster-General.

HON. JAMES G. BLAINE,  
Speaker House of Representatives.

Ordered, That fines be imposed on contractors and deductions be made  
pension of pay be removed

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
10746	Stockton to Carthage.....	William F. Orr.....	\$541 00	\$5 39
7590	Pierce City to Fort Smith.....	F. P. Sawyer.....	15,213 00	24 28
7590	do.....	do.....		
7590	do.....	do.....		
8063	Keatchie to Nacogdoches.....	Peterson & Surls.....	1,019 00	9 73
8731	Austin to Fredericksburgh.....	F. P. Sawyer.....	500 00	16 02
8731	do.....	do.....		
8680	Beesville to San Antonio.....	W. D. Kittle.....	1,400 00	13 46
11675	McLeansborough to Mount Vernon.....	W. B. and J. G. Casey.....	980 00	1 56
6689	Jasper to Arkadelphia.....	J. J. Hinds.....	868 00	2 72
5618	Georgetown to Kingstree.....	E. T. Clemmons.....	1,789 00	5 73
6414	Bainbridge to Apalachicola.....	Samuel Whiteside.....	11,500 00	55 28
11638	Mount Zion to Lovington.....	D. A. Baker, jr.....	351 00	
4417a	Norfolk to Baltimore.....	M. N. Falls, agent Baltimore Steam Packet Co.	18,000 00	28 24
4417b	do.....	do.....	18,000 00	28 24
4418c	Norfolk to Eastville.....	Old Dominion Steamship Co., M. N. Falls, pres't.	3,500 00	11 21
4418d	do.....	do.....	3,500 00	11 21
5675e	Lexington Court-House to Pine Ridge.....	G. M. Eargle.....	114 00	1 10
5626	Darlington to Hartsville.....	Ezekiel Keels.....	340 00	3 27
5639	Yorkville to Cross Anchor.....	John L. Miller.....	470 00	4 22
5652	Pendleton to Carneville.....	B. H. Holland.....	473 00	2 25
5672	Abbeville to Elberton.....	John H. Dixon.....	448 00	4 30
5678	Johnson's Depot to Newberry Court-House.....	do.....	398 00	3 22

WEEK ENDING SATURDAY,

6037	Athens to Anderson Court-House.....	Isham L. and A. G. McCurry.....	\$1,194 50	\$5 73
6161	Elberton to Abbeville.....	H. C. Edmonds.....	474 00	4 35
6125	Pensacola to Milton.....	Alfred Holly.....	939 00	1 50
8021	Amite City to Franklinton.....	John W. Ard.....	440 00	2 22
6634	Athens to Florence.....	Samuel A. Gracy.....	700 00	3 36
6634	do.....	do.....		
6656	Basham's Gap to Arkadelphia.....	James Wakefield.....	347 00	3 33
6656	do.....	do.....		
6711	Tuscaloosa to Jasper.....	Mrs. J. P. Little.....	560 00	5 28
6711	do.....	do.....		
6744	Crawford to Columbus.....	William B. Jones.....	960 00	1 25
6767	Linden to Coffeetown.....	Jonathan Glass.....	995 00	4 73
6773	Buckatunna to Coffeetown.....	Bragaw & Harris.....	848 75	4 04
6785	Enfauia to Ozark.....	Henry L. Wheeler.....	950 00	4 56
6818	Sawyersville to Gainesville.....	Jesse C. Montgomery.....	1,063 52	3 42
6819	Bay Minette to Suggsville.....	Oscar Wilson.....	1,450 00	7 09
5634	Lancaster Court-House to Jefferson.....	Silas Ingraham.....	324 00	3 11
5675	Lexington Court-House to Pine Ridge.....	G. W. Eargle.....	114 00	1 09
6434	Abe's Spring to Marianna.....	John Green.....	347 00	3 33
6070	La Grange to Hamilton.....	Henry P. Pitchford.....	500 00	1 09
6791	Troy to Montgomery.....	D. C. Whiting.....	1,155 00	5 58

a Remit \$144.80, the deduction made May 19, 1873, (report May 24, 1873,) it now appearing from Chesapeake Bay.

b Remit \$86.52, the deduction made May 19, 1873, (report May 24, 1873,) for failures of February 1.

c Remit \$72.47, the deduction made May 19, 1873, (report May 24, 1873,) it now appearing from last storms in Chesapeake Bay.

d Remit \$33.63, the deduction made May 19, 1873, (report May 24, 1873,) for failures of February

e Remit \$1.50 of the deduction ordered April 19, 1873; evidence from postmaster at Pine Ridge

from their pay; also that the pay of contractors be suspended, and suspended in the following cases:

JULY 5, 1873, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
From July 1 to August 1, 1871.	Bet. Golden City and Carthage.	Mo .....	No service performed .....		\$19 35
May 17, 1873 .....	Fayetteville .....	Ark .....	Lost off a through mail-bag .....	\$30 00	
May 18, 1873 .....	Van Buren .....	Ark .....	Wet mail .....		
June 12, 1873 .....	Copp's Creek .....	Ark .....	Failed to supply .....		
Quarter ending June 30, 1873.		La .....	No evidence of service .....		254 75
May 22, 1873 .....	Fredericksburgh .....	Texas ..	Failed to arrive .....	5 00	16 02
Up to June 12, 1873 .....	Cedar Valley & Mt. Gaynor.	Texas ..	Failed to supply .....		
May 9, 23, 1873 .....	San Antonio .....	Texas ..	Failed to arrive .....		26 92
Mar. 12, 20, 25, 27, 29, 1873.	McLeansboro' .....	Ill .....	Failed to arrive on 8 miles .....		2 89
April 21, 30, 1873 .....	Arkadelphia .....	Ala .....	Failed to arrive .....		5 56
April 19, 1873 .....	Kingstree .....	S. C .....	Failure to arrive; performed 13 miles.		3 87
May 21, 28; June 4, 11, 18, 28, 1873.		Fla .....	Failed on entire route .....		331 68
From Jan. 1 to Mar. 31, 1873.		Ill .....	Service performed by the Chicago and Illinois Southern Railroad Co.		87 75
.....					
.....					
.....					
.....					
May 9, 1873 .....	Hartsville .....	S. C .....	Failed to arrive .....		3 97
May 2, 9, 1873 .....	Cross Anchor .....	S. C .....	do .....		9 04
May 2, 1873 .....	Pendleton .....	S. C .....	do .....		2 25
April 4, 11; May 2, 1873.		S. C .....	Failed on half the route .....		12 90
May 2, 1873 .....	Newberry C. H. .....	S. C .....	Failed to arrive .....		3 82

JULY 12, 1873, INCLUSIVE.

May 8, 1873 .....		Ga .....	Failure of half trip on 53 miles.		\$4 50
May 8, 1873 .....		Ga .....	Failure on entire route .....		9 10
April 8, 1873 .....	Milton .....	Fla .....	Failure to arrive .....		1 50
May 19, 1873 .....	Franklinton .....	La .....	Failed to arrive .....		2 22
Apr. 3; May 1, 13, 1873 .....		Ala .....	Failed respectively on 15, 27, and 16 miles of route.	}	11 36
Apr. 10, 1873 .....		Ala .....	Failed on entire route .....		
May 2, 1873 .....	Arkadelphia .....	Ala .....	Failed to arrive .....		
May 17, 1873 .....	Basham's Gap .....	Ala .....	Failed to arrive; made 20 miles.	}	5 17
May 8, 29; June 11, 1873.		Ala .....	Failed on entire route .....		
June 12, 1873 .....	Jasper .....	Ala .....	Failed to arrive; made 20 miles.		
May 2, 1873 .....	Crawford .....	Ala .....	Failed to arrive .....		1 25
Apr. 1, 29, 1873 .....	Coffeeville .....	Ala .....	do .....		9 56
May 8; June 11, 1873 .....		Ala .....	Failed on entire route .....		16 32
May 2, 1873 .....	Ozark .....	Ala .....	Failed to arrive .....		4 56
May 7, 1873 .....		Ala .....	Failed on entire route .....		6 80
May 10, 21, 31, 1873 .....	Bay Minette .....	Ala .....	Failed to arrive .....		21 00
May 2, 1873 .....		S. C .....	Failure on entire route .....		6 22
May 2, 1873 .....	Pine Ridge .....	S. C .....	Failure to arrive .....		1 09
From Apr. 17 to June 30, 1873.		Fla .....	Failed on entire route .....		66 60
Apr. 29; May 6, 8, 15; June 23, 1873.		Ga .....	Failure to arrive .....		8 00
May 3, 1873 .....	Montgomery .....	Ala .....	do .....		5 50

late evidence received that the failures of December 26, 28, 29, and 30, 1872, were caused by storms in

2, 4, 1873, for above reason.

evidence received that the failures of November 29, December 25, 27, and 30, 1872, were caused by

7, 24, 28, 1873, for above reason.

reports 20 miles of service performed March 7 and 27, 1873; carrier stopped by reason of high water.

## FINES AND DEDUCTIONS.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual com- pensation.	Halftrip.
6735	Marion to Prattville .....	W. W. Finney .....	\$1,000 00	99 61
6781	Clayton to Midway .....	Emily Laird .....	341 08	1 63
6444	Larken's Fork to Larkensville .....	Lester Morris .....	165 00	1 58
6616	Opelika to Dadeville .....	Savannah and Memphis Railroad Company.	1,376 10	2 90
6617	Selma to Pine Apple .....	Selma and Gulf Railroad Company.	2,037 50	3 96
6234	Lincolnton to Washington .....	W. S. Tatam .....	190 00	1 82
8546	Gonzales to La Grange .....	Samuel F. Logan .....	1,000 00	4 80
8555	Bastrop to Gonzales .....	do .....	700 00	6 73
8555	do .....	do .....		
8556	Bastrop to Seguin .....	Benjamin F. Woodward .....	1,240 00	5 96
8571	Burton to La Grange .....	Crozler & Shield .....	871 00	2 79
8576	Hearne to Belton .....	B. F. Woodward .....	2,278 50	7 30
8595	Corsicana to Meridian .....	James L. L. McCall .....	970 00	9 32
8595	do .....	do .....		
8601	Sherman to Denton .....	August H. Serrin .....	1,500 00	4 80
8601	do .....	do .....		
8605	Paris to Greenville .....	Ebenezer Hearne .....	1,100 00	5 29
8605	do .....	do .....		
8606	Paris to Mount Pleasant .....	T. S. Valle .....	750 00	7 11
8676	Blountsville to Birmingham .....	S. T. Fowler .....	485 63	4 66
6690	Jasper to Eldridge .....	James M. Blackwell .....	240 00	2 30
6729	Dadeville to Mount Olive .....	Bragaw & Harris .....	429 00	4 12
6758	Letohatchee to Lowndesborough .....	D. C. Whiting .....	591 00	1 59
6758	do .....	do .....	295 00	1 91
6770	York Station to Butler .....	Jesse C. Montgomery .....	798 00	3 83
6770	do .....	do .....		
6770	do .....	do .....		
6797	Jacksonville to Tallapoosa .....	John W. Gidley .....	300 00	2 80
6802	Evergreen to Grove Hill .....	Matthew H. Harris .....	1,696 00	8 10
6806	Andalusia to Milton .....	Amos Hudson .....	690 00	6 64
6806	do .....	do .....		
5619	Marion Court-House to Bennettsville .....	C. B. Crews .....	500 00	4 80
5658	Anderson Court-House to Ruckersville .....	William Holmes .....	280 00	2 69
5685	Hamburgh to Longmire's Store .....	W. M. Bragaw .....	464 00	4 46
6419	Cedar Keys to Tampa .....	Charles Moore .....	7,448 00	71 61
6490	Campbellton to Geneva .....	John Green .....	497 00	4 77
6432	Marianna to Campbellton .....	do .....	189 00	1 81
6035	Clarksville to Clayton .....	John C. Gibson .....	193 00	1 85
6035	do .....	do .....		
6090	Knoxville to Talbotton .....	Daniel Oxford .....	490 00	4 71
6101	Albany to Vienna .....	L. C. Coppidge .....	495 00	4 76
6115	Hornersville to Jacksonville .....	Erle Edwards .....	585 00	5 72
6122	McVie to Jacksonville .....	Alexander A. Graham .....	199 00	1 91
6154	Buena Vista to Cusseta .....	W. A. Bragaw .....	333 00	2 34
6612	Clarksville to Doakesville .....	R. S. Van Wey, jr .....	750 00	3 69
6612	do .....	do .....		
8685	Orange to Weiss' Bluff .....	E. B. Dwire .....	10,000 00	48 06
8685	do .....	do .....		

WEEK ENDING SATURDAY,

7023	Vicksburgh to Leighs .....	C. E. Wright .....	\$2,000 00	\$19 28
7024	Vicksburgh to Greenwood .....	S. H. Parlicott .....	7,500 00	36 65
7030	Holly Springs to Memphis .....	J. Johnsey .....	975 00	4 64
7031	Holly Springs to Hernando .....	Hagan McCorde .....	491 00	4 72

made from their pay, &amp;c.—Continued.

JULY 12, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Apr. 29; May 27; June 3, 10, 1873	Prattville .....	Ala. ....	Failure to arrive .....	.....	\$38 44
June 5, 8, 12, 1873 .....	.....	Ala. ....	Failure to commence service .....	.....	9 78
May 2, 1873 .....	Larkin's Fork ..	Ala. ....	Failure to arrive; came 8 miles .....	.....	1 05
From Apr. 15 to June 30, 1873.	.....	Ala. ....	Failure of 3 trips a week .....	.....	145 86
From Mar. 17 to June 30, 1873.	.....	Ala. ....	.....do.....	.....	293 40
From Feb. 1 to Mar. 29, 1873.	.....	Ga. ....	Failure to commence service .....	.....	29 12
June 3, 13, 1873 .....	La Grange .....	Tex. ....	Failed to arrive .....	.....	9 60
May 24, 1873 .....	Bastrop .....	Tex. ....	.....do.....	}	13 46
June 12, 1873 .....	Gonzales .....	Tex. ....	.....do.....		11 92
June 6, 9, 1873 .....	Bastrop .....	Tex. ....	.....do.....	}	2 79
June 7, 1873 .....	La Grange .....	Tex. ....	.....do.....		7
June 17, 1873 .....	Belton .....	Tex. ....	.....do.....	}	65 24
May 27, 1873 .....	Coriscana .....	Tex. ....	.....do.....		
May 21, 28; Apr. 16; June 4, 11, 18, 1873.	Meridian .....	Tex. ....	.....do.....	}	38 40
June 11, 1873 .....	Sherman .....	Tex. ....	.....do.....		
May 9, 14, 17, 21, 30; June 4, 6, 1873.	Denton .....	Tex. ....	.....do.....	}	31 74
May 21, 29, 1873 .....	Paris .....	Tex. ....	.....do.....		14 22
May 30, 27; June 6, 10, 17, 1873.	Greenville .....	Tex. ....	.....do.....	}	3 37
May 20, 1873 .....	Paris .....	Tex. ....	.....do.....		9 80
May 7, 1873 .....	Birmingham ..	Ala. ....	Failed to arrive; traveled 14 miles .....	}	8 24
Apr. 2, 10, 1873 .....	.....	Ala. ....	Failed on entire route .....		
Apr. 12, 1873 .....	.....	Ala. ....	.....do.....	}	39 70
Between Apr. 12 and June 30, 1873.	.....	Ala. ....	Failed on 4 miles; 31 trips .....		
From June 1 to 8, 1873.	Betw'n Letohatchee & Haynesville.	Ala. ....	Failed to commence service .....	}	12 69
Apr. 14, 1873 .....	.....	Ala. ....	Failed on 19 miles of route .....		
Apr. 29; May 1, 1873 .....	Butler .....	Ala. ....	Failed to arrive .....	}	2 88
May 5, 1873 .....	York Station .....	Ala. ....	.....do.....		24 30
May 4, 1873 .....	Tallapoosa .....	Ala. ....	.....do.....	}	66 40
Apr. 1, 4, 29, 1873 .....	Grove Hill .....	Ala. ....	.....do.....		4 80
Apr. —, 1873 .....	.....	Ala. ....	Failed 4 trips .....	}	3 84
May 3, 24, 1873 .....	Andalusia .....	Ala. ....	Failed to arrive .....		2 97
May 30, 1873 .....	Black Mingo .....	S. C. ....	.....do.....	}	429 66
Apr. 24; May 2, 1873 .....	.....	S. C. ....	Failure on 24 miles of route .....		4 77
May 2, 1873 .....	Longmire's Store	S. C. ....	Failure to arrive; performed 13 miles .....	}	7 24
April, May, and June, '73.	.....	Fla. ....	Failure of 3 trips .....		
Apr. 23, 1873 .....	Campbellton .....	Fla. ....	Failure to arrive .....	}	3 70
Apr. 15, 22, 1873 .....	.....	Fla. ....	Failure on entire route .....		4 71
May 7, 1873 .....	Clarkeville .....	Ga. ....	Failure to arrive .....	}	3 00
May 15, 1873 .....	Clayton .....	Ga. ....	.....do.....		11 44
May 2, 1873 .....	.....	Ga. ....	Failure of half trip .....	}	11 46
June 13, 1873 .....	.....	Ga. ....	Failure on 30 miles of route .....		4 48
May 3, 10, 1873 .....	Jacksonville .....	Ga. ....	Failure to arrive .....	}	32 40
May 2, 16; June 27, 1873.	.....	Ga. ....	Failure on entire route .....		
Apr. 16, 30, 1873 .....	Buena Vista .....	Ga. ....	Failure to arrive .....	}	384 64
June 16, 1873 .....	Clarksville .....	Tex. ....	Failed to arrive .....		
Apr. 11, 15, 22; May 20, 27; June 6, 10, 17, 1873.	Doaksville .....	Tex. ....	.....do.....	}	
Apr. 10; May 9, 1873 .....	.....	Tex. ....	.....do.....		
April and May, 1873 .....	Orange .....	Tex. ....	.....do.....	}	
.....	Weiss' Bluff .....	Tex. ....	In April, 5 arrivals; in May, 3 arrivals only.		

JULY 19, 1873, INCLUSIVE.

April 4; June 27, 1873.	Leighs .....	Miss .....	Failed to arrive .....	\$38 46
Month of June, 1873.	.....	Miss .....	Failed to arrive 4 times .....	144 20
May 2, 1873 .....	Memphis .....	Miss .....	Failed to arrive .....	4 62
May 2, 1873 .....	Hernando .....	Miss .....	.....do.....	4 72

## FINES AND DEDUCTIONS.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
7032	Holly Springs to New Albany.....	B. F. Phillips .....	\$1, 042 50	\$3 34
7032	.....do.....	.....do.....		
7065	Pontotoc to New Albany .....	J. W. Sanford .....	792 84	2 54
7067	Abbeville to Pontotoc .....	J. Johnsey .....	550 00	5 28
7067	.....do.....	do .....		
7070	Oxford to Panola .....	J. G. Bridger .....	700 00	3 36
7082	Coffeeville to Pontotoc .....	J. J. Covington .....	895 00	4 30
7084	Coffeeville to Pittsborough .....	do .....	845 00	2 71
7084	.....do.....	do .....		
7087	Pittsborough to Houston .....	do .....	745 00	2 38
7089	Egypt to Houston .....	M. A. Metts .....	1, 300 00	2 21
7089	.....do.....	do .....		
7094	Temperance Hill to Aberdeen .....	H. G. Brooks & Co .....	300 00	2 88
7094	.....do.....	do .....		
7173	Hazlehurst to Port Gibson .....	M. A. Metts .....	820 00	3 94
7173	.....do.....	do .....		
7177	Natchez to Liberty .....	F. Fortinberry .....	940 00	9 04
7177	.....do.....	do .....		
7178	Natchez to Brookhaven .....	do .....	2, 430 00	7 79
7178	.....do.....	do .....		
7180	Brookhaven to Natchez .....	do .....	2, 545 00	8 18
7180	.....do.....	do .....		
7195	Liberty to Fort Adams .....	do .....	710 00	6 22
8668	Canby to Texana .....	John Kempf .....	575 00	5 33
8668	.....do.....	do .....		
6684	Jacksonville to Kemp's Creek .....	James Gidley .....	670 00	3 22
7025	Hernando to Independence .....	W. F. Nesbit .....	234 00	2 25
7025	.....do.....	do .....		
8007	Brashear to New Iberia .....	James P. Price .....	12, 500 00	20 03
8007	.....do.....	do .....		
5232	Salisbury to Mount Vernon .....	David McLean .....	136 50	1 31
5232	.....do.....	do .....	136 50	1 31
5232	.....do.....	do .....	136 50	1 31
6684	Jacksonville to Kemp's Creek .....	James Gidley .....	670 00	3 22
7181	Brookhaven to Natchez .....	F. Fortinberry .....	78 31	36
7181	.....do.....	do .....	785 00	1 25
7181	.....do.....	do .....		
7515	Augusta to Brinkley .....	John C. Bryan .....	792 00	3 80
7515	.....do.....	do .....		
7519	Pine Bluff to Princeton .....	Philip De You .....	600 00	5 77
7519	.....do.....	do .....		
7536A	Batesville to Yellville .....	George W. Tatman .....	2, 000 00	6 41
7536A	.....do.....	do .....		
7538	Gainsville to Bloomfield .....	John G. Lockheart .....	1, 190 00	5 72
7538	.....do.....	do .....		
7542	Pocahontas to Pineville .....	Mount & Thompson .....	889 00	8 23
7547	Batesville to Clinton .....	Mount & Gaylor .....	494 00	4 74
7547	.....do.....	do .....		
7550	Batesville to Ash Flat .....	William P. Huddleston .....	399 00	3 83
7568	Dardanelles to Waldron .....	Sevier Frost .....	624 00	6 00
7569	Yellville to Forsyth .....	Hiram J. Noe .....	750 00	3 60

## FINES AND DEDUCTIONS.

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made from their pay, &amp;c.—Continued.

JULY 19, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 3, 10, 15, 17, 22, 24, 26, 29; May 1, 3, 6, 8, 10, 13, 15, 17, 1873.	Holly Springs...	Miss...	Failed to arrive .....	}	\$106 88
April 2, 8, 14, 16, 21, 23, 28, 25, 30; May 2, 5, 7, 9, 12, 14, 16, 1873.	New Albany...	Miss...	do .....		
May 2, 1873	do	Miss...	do .....	}	2 54
May 1, 1873	Pontotoc...	Miss...	Failed totally on 17 miles.		9 77
June 18, 1873.	do	Miss...	Failed to arrive .....	}	3 36
May 2, 1873	Panola...	Miss...	do .....		4 30
May 2, 1873	Pontotoc...	Miss...	do .....	}	17 53
April 2, 19; May 7, 1873.	Coffeeville...	Miss...	do .....		4 76
April 2, 18, 1873	Pittsborough	Miss...	do .....	}	8 84
May 6, 1873	do	Miss...	Failed totally on 22 miles.		5 76
April 2; May 2, 1873.	do	Miss...	Failed to arrive .....	}	7 88
April 29; May 1, 1873	Egypt	Miss...	do .....		63 28
April 29; May 1, 1873	Houston	Miss...	do .....	}	31 16
April 5, 1873	Temperance Hill	Miss...	do .....		244 80
April 5, 1873	Aberdeen	Miss...	do .....	}	10 73
May 23, 1873	Hazlehurst	Miss...	do .....		11 06
May 1; June 16, 1873.	Port Gibson	Miss...	do .....	}	6 44
June 11, 18, 25, 1873	Natchez	Miss...	do .....		6 75
May 6; June 10, 17, 24, 1873	Liberty	Miss...	do .....	}	60 09
May 1, 1873	Natchez	Miss...	do .....		34 12
May 3, 8; June 19, 1873.	Brookhaven	Miss...	do .....	}	34 12
April 3, 8, 12, 17, 22, 26; May 1, 6, 10, 13, 17, 22, 27, 31, 1873.	do	Miss...	do .....		14 41
April 1, 5, 10, 15, 19, 29; May 1, 3, 8, 15, 20, 23, 24, 29, 31; June 19, 1873.	Natchez	Miss...	do .....	}	113 75
May 21, 1873	Caney	Miss...	Failed totally on 48 miles		11 40
May 28; June 11, 1873.	Tex.	Tex.	Failed to arrive .....	}	23 03
May 27; June 10, 1873	Texana	Tex.	do .....		147 43
Quarter end'g June 30, '73	Kemp's Creek	Ala.	Failure to arrive; 2 trips	}	5 72
April 30, 1873	Hernando	Miss...	Failed to arrive .....		24 69
June 11, 1873	do	Miss...	Failed totally .....	}	23 75
May 10, 1873	Brashear	La.	Failed to arrive .....		3 83
May 6, 9, 1873	New Iberia	La.	do .....	}	12 00
Quarter end'g Sept. 30, '72	N. C.	N. C.	No service.		43 30
Quarter end'g Dec. 31, '72	N. C.	N. C.	do .....	}	
Quarter end'g Mar. 31, '73	N. C.	N. C.	do .....		
From April 25 to June 30, 1873.	Ala.	Ala.	Failure to perform service on extension.	}	
April 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 14, 15, 16, 19, 21, 23, 25, 28, 30; May 2, 5, 7, 9, 12, 14, 16, 19, 21, 23, 25, 28, 30; June 2, 4, 5, 6, 8, 9, 11, 12, 13, 15, 18, 20, 23, 25, 27, 30, 1873.	Brookhaven	Miss...	Failed to arrive .....		
April 1, 2, 3, 5, 8, 9, 11, 12, 14, 15, 17, 19, 22, 24, 26; May 1, 3, 6, 8, 10, 13, 15, 17, 20, 22, 24, 27, 29, 31; June 3, 4, 5, 7, 10, 12, 14, 17, 19, 21, 24, 26, 28, 1873.	Monticello	Miss...	do .....	}	
May 12, 26, 1873.	Augusta	Ark.	do .....		
May 13, 1873	Brinkley	Ark.	do .....	}	
April 17; May 21, 1873.	Pine Bluff	Ark.	do .....		
April 15; May 20, 1873	Princeton	Ark.	do .....	}	
May 6; June 10, 12, 14, 17, 19, 21, 24, 26, 28, 1873.	Batesville	Ark.	Failed to arrive; wet mail May 6.		
April 8, 10; June 3, 5, 7, 10, 12, 14, 17, 19, 21, 24, 26, 28, 1873.	Yellville	Ark.	Failed to arrive .....	\$5 00	
April 1, 1873	Bloomfield	Ark.	Failed to depart .....	}	
June 18, 1873	Big Creek	Ark.	Failed to supply .....		
April 10; May 1, 8, 1873.	Pineville	Ark.	Failed to arrive .....	}	
April 8; May 20, 27; June 24, 1873.	Batesville	Ark.	do .....		
June 18, 1873	Clinton	Ark.	do .....	}	
April 28, 1873	Ash Flat	Ark.	do .....		
April 5, 12, 1873	Waldron	Ark.	do .....	}	
April 9, 12; May 3, 10; June 11, 25, 1873.	Yellville	Ark.	do .....		

## FINES AND DEDUCTIONS.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
7569	Yellville to Forsyth .....	Hiram J. Noe .....	\$750 00	\$3 60
7570	Yellville to Clinton .....	do .....	496 00	4 79
7570	do .....	do .....		
7571	Yellville to Fayetteville .....	do .....	2,450 00	7 85
7571	do .....	do .....		
7572	Harrison to Forsyth .....	A. J. Stewart .....	958 00	3 07
7572	do .....	do .....		
7575	Clarksville to Charleston .....	R. A. Donnelly .....	1,100 00	5 34
7575	do .....	do .....		
7578	Huntsville to Washburne .....	James Phillips .....	349 00	3 35
7578	do .....	do .....		
7580	Carrollton to Cassville .....	A. J. Stewart .....	416 00	4 00
7580	do .....	do .....		
7581	Carrollton to Galena .....	do .....	416 00	4 00
7585	Fayetteville to Fort Gibson .....	J. W. Ellis .....	1,970 00	6 31
7585	do .....	do .....		
7591	Fort Smith to Fayetteville .....	A. E. Haskell .....	1,111 00	3 56
7591	do .....	do .....		
7598	Waldron to Paraciffa .....	James R. Hudson .....	1,800 00	8 63
7599	Mount Ida to Dallas .....	T. & T. J. Mills .....	338 00	3 35
7192	Augusta to Leakesville .....	R. F. Bradley .....	303 00	2 91
4498	Talcott to Boydton .....	Edward S. Rolfe .....	1,468 00	2 35
8475	Mount Dallas Station to Cumberland .....	Pennsylvania Railroad Co. .....	956 00	3 00
7600	Paraciffa to Wheelock .....	Eli S. Mitchell .....	725 00	6 97
7600	do .....	do .....		
7601	Washington to Rocky Comfort .....	James R. Hudson .....	699 00	6 72
7601	do .....	do .....		
7602	Washington to Dallas .....	T. & T. J. Mills .....	820 00	8 46
7602	do .....	do .....		
7603	Washington to Clarksville .....	R. S. Van Wey .....	3,400 00	10 90
7603	do .....	do .....		
7604	Washington to Boston .....	do .....	2,000 00	6 41
7616	Rockport to Pine Bluff .....	J. T. Chidester .....	1,274 00	12 35
7631	Eldorado to Warren .....	De You & Young .....	1,400 00	6 73
7631	do .....	do .....		
7640	Hamburg to Warren .....	John W. Robertson .....	595 00	5 72
7649	Batesville to Pocahontas .....	Mount & Thompson .....	1,997 00	6 40
7556	Searcy to Kinderhook .....	Mount & Landers .....	419 00	4 03
7658	Rocky Comfort to Cove .....	James R. Hudson .....	749 00	7 30
7669	Fayetteville to Vinita .....	E. B. Harrison .....	1,100 00	10 57
8520	Victoria to Hallettsville .....	Robert H. Hicks .....	1,150 00	5 53
8531	Goliad to Saint Mary's .....	Gordon Case .....	500 00	4 81
8532	Goliad to Oakville .....	do .....	590 00	5 67
8532	do .....	do .....		
8523	Goliad to Victoria .....	do .....	780 00	2 50
8523	do .....	do .....		
8531	Brownsville to Laredo .....	Robert B. Kingsbury .....	2,960 00	14 23
8531	do .....	do .....		
8535	San Antonio to Laredo .....	William Votun .....	1,750 00	16 28
8535	do .....	do .....		
8544	Gonzales to Goliad .....	Gordon Case .....	950 00	9 13
8544	do .....	do .....		
8641	Crockett to Douglas .....	M. A. Metts .....	1,000 00	4 81
8641	do .....	do .....		
8099	New Iberia to Orange .....	James B. Price .....	9,980 00	31 99
7538	Gainesville to Bloomfield .....	John G. Lockheart .....	1,190 00	5 72
7110	Durant to Lexington .....	M. A. Metts .....	800 00	1 44
7133	Herbert to De Kalb .....	A. W. Thompson and J. Jemison .....	127 00	1 22
7164	Paulding to Pineville .....	A. J. & C. H. Hyde .....	975 00	2 64
7164	do .....	do .....		
7211	Vernal to Americus .....	John McInnis .....	300 00	2 82
46424	Dumfries to Alexandria .....	William Cleaveland .....	780 00	3 30

a Remit \$16 of the deduction made May 23, (report May 24, 1873.) It now appears that there were no



made from their pay, &amp;c.—Continued.

JULY 19, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 8, 11; May 2, 9; June 10, 24, 1873.	Forsyth.....	Ark....	Failed to arrive.....		\$43 30
April 12; May 3, 1873....	Yellville.....	Ark....	do.....		14 37
April 10, 1873.....	Clinton.....	Ark....	do.....		
April 9, 11, 16, 1873.....	Yellville.....	Ark....	do.....		39 25
April 13, 17, 1873.....	Fayetteville.....	Ark....	do.....		
April 6, 10, 1873.....	Harrison.....	Ark....	do.....		12 28
April 9, 11, 1873.....	Forsyth.....	Ark....	do.....		
June 2, 9, 12, 16, 1873.....	Clarksville.....	Ark....	do.....		36 68
June 10, 13, 24, 1873.....	Charleston.....	Ark....	do.....		
April 10; May 1, 22, 29, 73	Huntsville.....	Ark....	do.....		13 40
April 9, 30; May 21, 23, 73	Washburne.....	Ark....	do.....		
April 15; May 30, 1873.....	Carrollton.....	Ark....	do.....		16 00
April 9, 30, 1873.....	Cassville.....	Ark....	do.....		
April 8, 1873.....	Galena.....	Ark....	do.....		4 00
April 14, 16, 28; May 19, 28, 1873.	Fayetteville.....	Ark....	do.....		25 24
April 8, 12, 22, 1873.....	Fort Gibson.....	Ark....	do.....		
April 9, 30, 1873.....	Evanville.....	Ark....	do.....		7 12
April 15, 29, 1873.....	Fayetteville.....	Ark....	do.....		8 65
April 9, 1873.....	Walton.....	Ark....	do.....		3 25
June 6, 1873.....	Dallas.....	Ark....	do.....		3 63
May 19; June 9, 1873.....	Leakeville.....	Miss....	Failed totally on 9 and 16 miles of route.		4 70
May 8, 1873.....	Boydton.....	Va.....	Failed to arrive and depart		18 00
From March 17 to 24, 1873		Pa.....	Failed to extend service.....		
June 4, 11, 1873.....	Paraclista.....	Ark....	Failed to arrive.....		27 88
June 10, 17, 1873.....	Wheelock.....	Ark....	do.....		
May 29; June 4, 11, 1873.....	Washington.....	Ark....	do.....		40 32
May 27; June 3, 10, 1873.....	Rocky Comfort.....	Ark....	do.....		
June 25, 1873.....	Washington.....	Ark....	do.....		16 62
June 28, 1873.....	Dallas.....	Ark....	do.....		
May 30, 22, 1873.....	Washington.....	Ark....	Failed to arrive; left 2 sacks of mail.	\$5 00	43 60
June [6.] 16, 23, 1873.....	Clarksville.....	Ark....	Failed to arrive.....		51 28
May 22, 24, 27, 29, 31; June 3, 5, 7, 1873.	Washington.....	Ark....	do.....		
May 30, 1873.....	Pine Bluff.....	Ark....	do.....		12 25
April 5, 9, 30, 30; May 7, 10, 14, 21, 28, 1873.	Eldorado.....	Ark....	do.....		60 57
April 8, 11, 1873.....	Warren.....	Ark....	do.....		5 72
May 16, 1873.....	Warren.....	Ark....	do.....		19 20
Apr. 3, 8, 11, 1873.....	Batesville.....	Ark....	do.....		4 03
May 12, 1873.....	Kinderhook.....	Ark....	do.....		7 20
May 21, 1873.....	Cove.....	Ark....	do.....		10 57
Apr. 8, 1873.....	Vinita.....	Ark....	do.....		11 06
June 3, 6, 1873.....	Victoria.....	Tex....	do.....		5 82
June 2, 9, 1873.....	Saint Mary's.....	Tex....	Failed to arrive; lost 36 and 20 miles.		
June 12, 1873.....	Goliad.....	Tex....	Failed to arrive.....		11 34
June 10, 1873.....	Oakville.....	Tex....	do.....		
June 4, 9, 1873.....	Goliad.....	Tex....	do.....		10 00
June 5, 7, 1873.....	Victoria.....	Tex....	do.....		
May 23; June 30, 1873.....	Laredo.....	Tex....	do.....		
Quarter ending June 30, 1873.	do.....	Tex....	Failed one trip each way weekly.		398 46
June 3, 1873.....	San Antonio.....	Tex....	Failed to arrive.....		67 28
June 5, 12, 19, 1873.....	Laredo.....	Tex....	do.....		
June 6, 13, 1873.....	Gonzales.....	Tex....	do.....		24 62
June 7, 1873.....	Goliad.....	Tex....	do.....		6 79
June 3, 6, 1873.....	Douglas.....	Tex....	do.....		31 99
June 17, 1873.....	do.....	Tex....	do.....		
June 14, 1873.....	Orange.....	Tex....	do.....		
June 23, 30; July 5, 10, 1873	Big Creek.....	Ark....	Failed to supply.....	11 44	
May 7, 1873.....	Lexington.....	Miss....	Failed to arrive.....		1 44
May 1, 1873.....	Herbert.....	Miss....	do.....		1 22
June 18, 1873.....	Paulding.....	Miss....	do.....		
Apr. 9; May 7; June 18, 1873.	Pineville.....	Miss....	do.....		10 56
May 1, 1873.....	Americus.....	Miss....	Failed to arrive on 13 miles.		2 30

captures at Alexandria January 10, 13, 15, 17, and 22, 1873, for which deductions were made.

## FINES AND DEDUCTIONS.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
10099a	McMinnville to Smithville.....	William Thompson.....	\$175 00	\$1 68
10099b	do.....	do.....	175 00	1 68
5669c	Chapple's Bridge to Mountville.....	John H. Dixon.....	198 00	1 90
5669d	do.....	do.....	198 00	1 90
5669e	do.....	do.....	198 00	1 90
5669f	do.....	do.....	198 00	1 90
5669g	do.....	do.....	198 00	1 90

WEEK ENDING SATURDAY,

7565	Dover to Rally Hill.....	William Black.....	\$540 00	\$5 19
7565	do.....	do.....		
7579	Huntsville to Bentonville.....	James Phillips.....	224 00	2 15
7579	do.....	do.....		
7588	Springfield to Moreland.....	Miles Mount.....	338 00	3 25
7643	Bernard to Hamburg.....	J. J. Gallaher.....	1, 799 00	8 65
7643	do.....	do.....		
8027	Saint Francisville, Jackson, to Clinton.....	Franklin Fortinberry.....	990 00	3 17
8027	do.....	do.....	495 00	1 58
8027	do.....	do.....		
8034	Harrisonburgh to Natchez.....	T. A. Routon.....	1, 890 00	6 05
8034	do.....	do.....		
8036	Harrisonburgh to Monroe.....	do.....	2, 150 00	6 29
8039	Delhi to Harrisonburgh.....	John W. McCord.....	895 00	8 60
8069	Alexandria to Hemer.....	do.....	1, 500 00	14 42
8073	Washington to Holmesville.....	James H. Millsapugh.....	404 00	1 94
8073	do.....	do.....		
8094	Arcadia to Ringgold.....	George F. Brott.....	1, 040 00	5 08
8097	Farmersville to Eldorado.....	John H. Gunsel.....	450 00	4 32
8100	Homer to Eldorado.....	Brott & Johnson.....	1, 050 00	10 10
8100	do.....	do.....		
8102	Farmersville to Marion.....	do.....	300 00	2 68
10633	Saint Louis to Melrose.....	A. Arnot.....	840 00	2 69
10633	do.....	do.....		
10710	Houston to Big Creek.....	do.....	139 00	66
10710	do.....	do.....		
10769	Fredericktown, Jackson, Cape Girardeau.....	do.....	907 75	\$2 53, 0 61
4611	Staunton to Cedar Grove Mills.....	Giles A. Jackson.....	374 00	1 19
7548	Batesville to Marshall.....	Greenbury Greenhaw.....	1, 534 00	7 37
7593	Fort Smith to Black Jack.....	A. S. Long.....	490 00	4 65
8561	Austin to Burnet.....	James Tyson.....	1, 778 00	8 54
8561	do.....	do.....		
8568	Georgetown to Cameron.....	Elbert Magee.....	650 00	6 25
8582	Jewett to Hillsborough.....	Thomas M. Farrer.....	1, 046 00	10 06
3651	Bladensburg to West River.....	E. P. Godman.....	795 00	2 54
2168	Columbia to Millbrook.....	George Hetzel.....	139 00	1 33
11473	Aurora to Elgin.....	D. A. Baker, jr.....	996 00	1 60
11492	Mazon to Streator.....	Charles Huston.....	452 00	2 17
11506	Rock Island to Alledo.....	D. A. Baker, jr.....	1, 711 00	2 75
11506	do.....	do.....		
11508	Edgington to New Boston.....	N. N. Lawrence.....	650 00	3 12
11525	New Bedford to Wyandot.....	William Martin.....	300 00	1 97
11545	Circleville to Hopedale.....	Samuel Renner.....	300 00	1 44
11549	Springfield to Petersburg.....	J. P. Tipton.....	599 00	1 92

a Remit \$7.72 the deduction ordered September 2, (report September 2, 1870.) It appearing, from satisfaction that the reports of the failures at Smithville were made by the dep. postmaster for the

b Remit \$15.12, the deduction made November 1, (report November 5, 1870.) for the above reason.

c Remit \$24.75 of the deduction ordered April 20, 1872; evidence having been received that service

d Remit \$49.50, the deduction ordered July 27, 1872, evidence having been received that service was

e Remit \$49.50, the deduction ordered December 21, 1872, evidence having been received that service

f Remit \$49.50, the deduction ordered March 22, 1873, evidence having been received that service was

g Remit \$26.60, the deduction ordered April 19, 1873, evidence having been received that service was

made from their pay, &c.—Continued.

JULY 19, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
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JULY 26, 1873, INCLUSIVE.

April 1; May 6, 1873	Dover	Ark	Failed to arrive		\$15 57
April 24, 1873	Rally Hill	Ark	do		
April 8, 1873	Huntsville	Ark	do		4 30
April 7, 1873	Bentonville	Ark	do		
April 19; May 3, 10, 1873	Springfield	Ark	do		9 75
May 2, 5, 9, 12, 16, 19, 23, 26, 30; June 1, 5, 8, 12, 15, 19, 22, 26, 29, 1873.	Bernard	Ark	do		164 3
May 12, 1873	Hamburgh	Ark	do		
May 19, 1873	St. Francisville	La	do		
May 17, 28, 1873	Jackson	La	do		14 2
June 17, 19, 25, 27, 29, 1873.	Clinton	La	do		
May 27, 1873	Harrisonburg	La	Wet mail		
June 17, 1873	do	La	Failed to arrive	\$10 00	6 05
April 10, 1873	Monroe	La	do		6 89
June 3, 10, 1873	Harrisonburg	La	do		17 20
May 8, 1873	Homer	La	do		14 42
June 25, 1873	Washington	La	do		
June 17, 24, 1873	Holmesville	La	do		5 82
June 11, 1873	Arcadia	La	do		5 00
April 1, 1873	Farmersville	La	do		4 32
April 19, 26; May 3, 1873	Homer	La	do		
April 17, 24; May 1, 1873	Eldorado	La	do		60 60
April 7, 14, 1873	Marion	La	do		5 76
January 11, 1873	Melrose	Mo	Failed to depart		
January 23, 1873	do	Mo	Failed to arrive		5 38
April 8, 1873	Honaton	Mo	Failed to arrive		
April 8, 1873	Big Creek	Mo	do		1 32
May 1, 1873	Fredericktown	Mo	do		2 52
Quarter ending June 30, 1873.	Det. Cedar Grove Mills & Brownsburgh.	Va.	No service		16 35
May 29, 1873	Batesville	Ark	Failed to arrive		7 37
April 7, 1873	Black Jack	Ark	do		4 05
June 3, 6, 1873	Anstin	Tex	do		
June 1, 8, 1873	Barnet	Tex	do		34 16
May 23, 30, 1873	Cameron	Tex	Failed to arrive; lost 6 and 14 miles.		2 54
May 30, 1873	Jewett	Tex	Failed to arrive; performed $\frac{1}{2}$ of trip.		6 70
May 9, 10, 1873	Det. Mitchellsville and West River.	Md	Failed to perform service		2 32
April 12, 1872		N. J.	Failed to perform service on 11 miles.		1 65
April 1, 1873		Ill	Total failure		3 20
April 10, 1873		Ill	do		4 34
April 9, 16, 1873	Aledo	Ill	Failed to arrive		
April 19, 1873	Rock Island	Ill	do		8 25
June 27, 1873		Ill	Total failure		6 25
April 24, 1873		Ill	do		1 94
April 8, 10, 1873	Hopedale	Ill	Failed to arrive; went 8 miles.		2 56
April 12, 15, 1873		Ill	Total failures		7 68

factory evidence, that service was performed under the authority of the postmaster at McMinnville, purpose of annoyance.

was commenced February 14, 1873, and was regularly performed to March 31, 1873, regularly performed for quarter ending June 30, 1873, &c.  
 was performed regularly during the quarter ending September 30, 1873, &c.  
 regularly performed during the quarter ending December 31, 1873, &c.  
 regularly performed through the quarter ending March 31, 1873, &c.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
11591	Galena to Nora .....	R. E. Bachus .....	\$545 08	\$2 62
11610	Brushy Fork to Tuscola .....	D. A. Baker, jr. ....	397 00	1 27
11611	Newman to Camargo .....	Walter Nickle .....	140 00	87
11614	Shelbyville to Prairie Home .....	R. H. McCleave .....	223 30	2 15
11614	Marrowbone to Prairie Home .....	do .....	276 80	1 33
11616	Jewett to Mule Creek .....	D. A. Baker, jr. ....	333 08	54
11619	London City to Saint Elmo .....	Silas Saap .....	125 00	60
11629	Sterling to Yorktown .....	Chancy Dow .....	194 00	1 47
11630	Rock Island to Windsor .....	George B. Moore .....	548 00	2 63
11635	Bement to Arcola .....	R. H. McCleave .....	300 00	2 68
11645	Gold Spring to Ramsey .....	D. A. Baker, jr. ....	311 00	1 50
11647	Greenville to Hillborough .....	Henry Kestin .....	600 00	2 85
11651	Benton to Tamarora .....	U. E. Fisher .....	550 00	1 76
11654	Salem to Benton .....	A. D. Hay .....	1,210 00	2 70
11655	Galatia to Du Quoin .....	William H. Corbit .....	900 00	2 68
11655	do .....	do .....		
11659	Harrisburgh to Marion .....	Thomas Stiff .....	729 00	1 17
11673	McLeansborough to Xenia .....	A. D. Hay .....	553 00	3 07
11671	New Athens to Nashville .....	John M. McCutcheon .....	1,359 00	2 18
7149	State Line to Leakesville .....	J. McInnis .....	400 00	3 64
8592	Waxahatchie to Johnson Station .....	A. B. Norton .....	1,260 00	6 06
8592	do .....	do .....		
8596	Corsicana to Sulphur Springs .....	J. J. & J. M. Fain .....	990 00	9 50
8597	Dallas, Weatherford, Jacksborough .....	James B. Price .....	3,000 00	4 56
8597	do .....	do .....		
8599	Denton to Decatur .....	Salmon & Brown .....	729 00	3 50
8600	Gainesville, Denton, Dallas .....	J. J. & J. M. Fain .....	1,029 00	9 08
8600	do .....	do .....	1,094 00	5 26
8611	Clarkesville to Sulphur Springs .....	R. S. Van Wey .....	1,100 00	5 29
8611	do .....	do .....		
8632	Tyler to Paris .....	J. J. & J. M. Fain .....	2,170 00	10 43
8632	do .....	do .....		
8624	Canton to McKinney .....	do .....	685 00	6 58
8624	do .....	do .....		
8634	San Augustin to Marshall .....	Alexander Leach .....	1,399 00	6 75
8634	do .....	do .....		
8649	Cypress Top to Montgomery .....	William W. Hunter .....	1,358 00	4 23
8649	do .....	do .....		
8651	Livingston to Nacogdoches .....	D. H. L. Hogg .....	1,100 00	10 57
8664	Tyler to Corsicana .....	G. B. Walker .....	2,550 00	12 27
8671	Lynchburgh to Cold Spring .....	Charles Schultheiss .....	812 00	7 81
8682	Double Horn to Mason .....	Webster Daniels .....	1,200 00	11 54
8682	do .....	do .....		
8687	Giddings to Lexington .....	W. Page .....	336 00	1 61
8687	do .....	do .....		
1047	New York to Mariner's Harbor .....	William Ikem .....	990 00	79
1047	do .....	do .....		
1090	Dean's Corners to Delhi .....	Cornelius C. Winne .....	920 00	\$9 11, 1 26
1091	Griffin's Corners to Shin Creek .....	William J. Kelley .....	194 00	1 26
1105	Hudson to Clermont .....	Joseph Shirts .....	269 00	86
1121	Schenectady to West Charlton .....	J. H. Partridge .....	491 50	78
1121	do .....	do .....		
1127	Waterford to Jonesville .....	G. E. V. D. Cook .....	294 00	47
1132	Ballston to West Day .....	George A. Miller .....	196 00	62
1145	Schroon Lake to Elizabethtown .....	William Richards .....	487 00	1 56
1146	Long Lake to Minerva .....	Lucius Henderson .....	278 24	2 67
1149	Essex to Charlotte Depot .....	Harvey J. Hinkley .....	100 00	16
1150	Elizabethtown to Saranac Lake .....	Calvin D. Pratt .....	266 66	2 56
1150	do .....	do .....		
1152	Keeseville to Burlington .....	Robinson H. Fuller .....	580 00	94
1156	Black Brook to Malone .....	John Wiley .....	305 08	2 83
1179	Carthage to East Pittsford .....	John E. Kemp .....	700 00	1 05
1179	Carthage to North Wilna .....	Hugh H. Gill .....	98 00	154

made from their pay, &amp;c.—Continued.

JULY 26, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
May 2, 1873		Ill.	Total failure		\$5 24
April 8, 10, 1873	Brushy Fork	Ill.	Failed to arrive		2 54
April 8, 1873		Ill.	Total failure		1 73
April 11, 18, 1873		Ill.	do		8 60
May 3, 1873		Ill.	do		2 68
April 1, 8; May 27; June 10, 1873	Mule Creek	Ill.	Failed to arrive		2 16
April 8, 1873		Ill.	Total failure		1 20
April 9, 1873		Ill.	do		3 75
April 8; May 2, 1873	Rock Island	Ill.	Failed to arrive; lost respectively 21 & 10 miles.		6 20
April 8, 1873	Arcola	Ill.	do		2 88
May 6, 1873		Ill.	Total failure		3 09
April 8, 1873	Hillsborough	Ill.	Failed to arrive		2 88
April 8, 10, 1873		Ill.	Total failures		7 06
April 8, 1873	Salem	Ill.	Failed to arrive		2 58
April 9; June 11, 1873	Galatia	Ill.	do		
April 1 <sup>st</sup> , 1873	Dn Quoin	Ill.	do		8 64
April 8, 1873		Ill.	Lost half trip		1 17
April 11, 1873	Xenia	Ill.	do		3 07
April 8, 9, 1873		Ill.	Total failures		8 72
May 19, 1873	Leakesville	Miss.	Failed to arrive on 7 miles.		2 14
June 3, 14, 17, 24, 1873	Waxahatchie	Tex.	Failed to arrive		
June 6, 9, 16, 1873	Johnson Station	Tex.	do		42 42
June 11, 18, 1873	Corsicana	Tex.	Failed to arrive; traveled 200 miles.		19 50
June 21, 1873	Weatherford	Tex.	Failed to arrive		
June 10, 17, 1873	Jackaborough	Tex.	do		13 68
June 10, 1873	Decatur	Tex.	Failed to arrive; traveled 10 miles.		4 60
June 10, 12, 17, 19, 1873	Denton	Tex.	Failed to arrive, &c		
June 6, 11, 1873	Dallas	Tex.	do		21 05
May 14, 17; June 7, 14, 1873	Clarksville	Tex.	do		
May 23; June 17, 1873	Sulphur Springs	Tex.	do		31 74
May 24, 1873		Tex.	do		
May 18, 21; June 11, 1873	Tyler	Tex.	Failed to arrive		
April 11, 18, 25; May 2, 9, 16, 23, 30, 1873	Paris	Tex.	Lost 20 miles		20 86
April 9, 16, 23, 30; May 7, 14, 21, 28; June 4, 11, 18, 1873	Canton	Tex.	Failed to arrive		
April 9, 16, 23, 30; May 7, 14, 21, 28; June 4, 11, 18, 1873	McKinney	Tex.	do		125 02
June 21, 1873	San Augustine	Tex.	do		
May 9 round trips; June 11, 14, 18, 25, 1873	Marshall	Tex.	do		141 75
June 2, 4, 6, 20, 1873	Cypress Top	Tex.	do		
June 5, 17, 1873	Montgomery	Tex.	do		21 75
May 21, 28; June 11, 1873	Livingston	Tex.	do		31 71
May 23, 30; June 10, 17, 20, 27, 1873	Tyler	Tex.	do		49 08
May 21, 28; June 11, 18, 73	Cold Spring	Tex.	do		30 24
June 13, 17, 1873	Double Horn	Tex.	do		
June 17, 1873	Mason	Tex.	do		23 08
June 17, 1873	Giddings	Tex.	do		
June 17, 1873	Lexington	Tex.	do		3 22
May 2, 1873		N. Y.	Failed to perform service		
Quarter ending June 30, 73	Mariner's Harbor	N. Y.	Failed to arrive		18 16
April 11, 1873		N. Y.	Failed to perform service		1 47
April 4, 1873	Griffin's Corners	N. Y.	Failed to arrive and depart		1 86
April 8, 1873		N. Y.	Failed to perform service		1 72
April 7, 1873		N. Y.	do		
April 8, 1873	Schenectady	N. Y.	Failed to arrive and depart		2 35
April 15, 16, 1873		N. Y.	Failed to perform 1 <sup>st</sup> trip		1 41
Month of April, 1873		N. Y.	do		1 87
Month of April, 1873		N. Y.	do		4 68
Month of April, 1873		N. Y.	Failed to perform 1 round trip.		5 35
April 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 1873		N. Y.	Failed to perform service		3 84
April 8, 1873	Saranac Lake	N. Y.	Failed to arrive		
April 9, 1873	do	N. Y.	Failed to depart		2 56
From April 5 to 26, 1873	Bet. Port Kent and Burlington.	N. Y.	Failed to perform service		23 94
Month of April, 1873		N. Y.	Failed to perform 2 trips		11 72
Month of April, 1873	Bet. Carthage and Harriaville.	N. Y.	Failed to perform 6 trips		12 60
April 3, 9, 11, 15, 1873		N. Y.	Failed to perform service		1 24

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY

No. of route.	Terminal of route.	Contractor's name.	Annual compensation.	Half-trip.
1186	Sacket's Harbor to Pillar Point.....	Zalmon Clrtwill.....	\$52 00	\$0 25
1203	Amsterdam to Bakersville.....	John M. Brundage.....	394 00	\$0 51, 23
1203	.....do.....	.....do.....		
1203	.....do.....	.....do.....		
1204	Amsterdam to Burtonsville.....	Philip G. Vought.....	300 00	86
1206	Fultonville to Charleston.....	James Van Vorst.....	300 00	
1206	.....do.....	.....do.....		
1208	Canajoharie to Central Bridge.....	John E. Kemp.....	474 00	1 51
1208	.....do.....	.....do.....		
1208	.....do.....	.....do.....		
1208	.....do.....	.....do.....		
1227	Unadilla Forks to Morris.....	.....do.....	892 50	1 43
1245	Manlius to Manlius.....	Leander S. Haskins.....	295 00	94
1262	Oswego to Ira.....	Calvin Scripture.....	480 00	1 33
1269	Auburn to South Lansing.....	Cyrus A. Clark.....	1, 647 00	1 43
1273	Geneva to Ovid.....	D. D. Searls.....	895 00	1 27
1273	.....do.....	.....do.....		
1277	Penn Yan to Bath.....	James B. Colegrove.....	600 00	1 96
1277	.....do.....	.....do.....		
1277	.....do.....	.....do.....		
1277	.....do.....	.....do.....		
1306	Arcade to Warsaw.....	Frank Parker.....	596 00	1 91
1309	Arcade to East Aurora.....	Spencer & Davis.....	494 00	1 52
1332	Hamburg to Collins Center.....	Cyrus A. Clark.....	320 00	1 10
1349	Portville to Friendship.....	H. A. Robinson & J. Voorhees.....	640 00	1 03
1352	Cuba to Arcade.....	Andrew Cady.....	665 00	1 02
1371	Bath to Jasper.....	Joseph Walrath.....	125 00	1 28
1389	Ithaca to Watkins.....	H. D. Roberts.....	473 00	75
1390	Ithaca to Havana.....	.....do.....	197 00	63
1400	De Ruyter to Whitney's Point.....	John Garrity.....	500 00	1 69
1410	Deposit to Bainbridge.....	Peter M. Packard.....	460 00	1 47
1410	.....do.....	.....do.....		
1410	.....do.....	.....do.....		
1410	.....do.....	.....do.....		
1411	Deposit to Afton.....	.....do.....	698 00	1 11
1411	.....do.....	.....do.....		
1414	Hancock to Delhi.....	C. B. Griffin.....	374 00	3 95
1414	.....do.....	.....do.....		
1414	.....do.....	.....do.....		
1426	Oneonta to Stamford.....	John H. Gould.....	960 61	1 33
1427	Richmondville to Stamford.....	A. J. Churchill.....	598 00	94
1427	.....do.....	.....do.....		
1459	Mayville to Jamestown.....	Andrew B. Smith.....	800 00	1 44
1470	Schenectady to Bloomville.....	Lewis Every.....	700 00	\$1 00 61
1470	.....do.....	.....do.....		
1508	Victory to Sterling.....	E. D. Clapp & J. K. Tallman.....	494 00	1 65
1508	.....do.....	.....do.....		
1580	Dunkirk to Titusville.....	Dunkirk, Warren and Pittsburgh.....	4, 536 00	7 30
1581	Syracuse to Earlville.....	Syracuse and Chenango Valley Railroad Co.....	2, 123 00	
1588	Watertown to Montague.....	John E. Kemp.....	540 80	\$0 80, 33
1590	Sodus Point to Stanley's Corners.....	Sodus Point and Sodus Railroad Company.....	1, 700 00	2 77
1590	.....do.....	.....do.....		
1592	Oswego to Sodus.....	Lake Ontario Shore Railroad Company.....	2, 037 50	3 26
1592	.....do.....	.....do.....		
1592	.....do.....	.....do.....		

made from their pay, &amp;c.—Continued.

JULY 26, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 15, 19, 1873.....	Bet. Amsterdam and Galway.	N. Y.....	Failed to perform service.		\$1 00
April 10, 1873.....		N. Y.....	do.....		
April 8, 11, 1873.....		N. Y.....	Failed to arrive.....		2 04
April 9, 12, 1873.....	do.....	N. Y.....	Failed to depart.....		
April 8, 12, 1873.....	do.....	N. Y.....	Failed to perform service.		3 84
April 8, 1873.....	do.....	N. Y.....	Failed to perform service on 7 miles of route.		
April 10, 1873.....	do.....	N. Y.....	Failed to perform service on 5 miles of route.		2 28
April 7, 11, 1873.....	Canajoharie.....	N. Y.....	Failed to arrive.....		
April 8, 12, 1873.....	do.....	N. Y.....	Failed to depart.....		
April 12, 1873.....	Central Bridge.....	N. Y.....	Failed to arrive.....		4 54
April 17, 1873.....	do.....	N. Y.....	Failed to depart.....		
April 7, 8, 9, 10, 11, 12, 1873.	Morris.....	N. Y.....	Failed to arrive and depart		7 15
April 1, 1873.....	do.....	N. Y.....	Failed to perform service		1 89
April 3, 1873.....	do.....	N. Y.....	Failed to arrive and depart		1 53
Month of April, 1873.....	Bet. Auburn and Genoa.	N. Y.....	Failed to perform 3 trips.		8 58
April 8, 11, 1873.....	Ovid.....	N. Y.....	Failed to arrive.....		
April 9, 12, 1873.....	do.....	N. Y.....	Failed to depart.....		2 54
April 10, 30, 1873.....	Penn Yan.....	N. Y.....	Failed to arrive.....		
April 9, 12, 30, 1873.....	do.....	N. Y.....	Failed to depart.....		2 18
April 8, 1873.....	Bath.....	N. Y.....	Failed to arrive.....		
April 7, 1873.....	do.....	N. Y.....	Failed to depart.....		
Second week in Apr. 1873	do.....	N. Y.....	Failed to perform 1 trip.....		3 82
Month of April, 1873.....	do.....	N. Y.....	Failed to perform service.		9 48
April 8, 1873.....	do.....	N. Y.....	do.....		2 21
Month of April, 1873.....	do.....	N. Y.....	Failed to perform 1 trip.....		2 06
Month of April, 1873.....	do.....	N. Y.....	Failed to perform 1½ trip.....		3 24
First week in April, 1873	do.....	N. Y.....	Failed to perform 1 trip.....		2 40
Month of April, 1873.....	do.....	N. Y.....	Failed to perform 2 trips.....		3 00
Month of April, 1873.....	do.....	N. Y.....	Failed to perform 1 trip.....		1 26
Month of April, 1873.....	do.....	N. Y.....	do.....		3 20
April 4, 7, 11, 1873.....	Deposit.....	N. Y.....	Failed to arrive.....		
April 1, 5, 8, 12, 1873.....	do.....	N. Y.....	Failed to depart.....		8 80
April 8, 10, 1873.....	Bainbridge.....	N. Y.....	Failed to arrive.....		
April 7, 9, 1873.....	do.....	N. Y.....	Failed to depart.....		
April 10, 11, 1873.....	do.....	N. Y.....	Failed to perform 2 trips.....		4 73
April 7, 1873.....	Vallonia.....	N. Y.....	Failed to supply.....		
April 8, 9, 1873.....	do.....	N. Y.....	Failed to perform the trip.....		
April 1, 1873.....	Delhi.....	N. Y.....	Failed to arrive.....		10 78
April 2, 1873.....	do.....	N. Y.....	Failed to depart.....		
Month of April, 1873.....	do.....	N. Y.....	Failed to perform 2 trips over route.		6 14
April 7, 9, 17, 18, 1873.....	Stamford.....	N. Y.....	Failed to arrive.....		
April 10, 1873.....	Richmondville.....	N. Y.....	do.....		4 77
April 10, 1873.....	do.....	N. Y.....	Failed to perform service.		2 88
April 1, 2, 4, 8, 1873.....	Bet. Schenectady and Davenport.	N. Y.....	do.....		
April 1, 10, 15, 1873.....	Bet. Davenport and Bloomville.	N. Y.....	do.....		10 92
April 4, 5, 10, 11, 12, 1873.....	Bet. Victory and Red Creek.	N. Y.....	do.....		
From Mar. 15 to June 30, 1873.	Bet. Red Creek and Sterling.	N. Y.....	do.....		107 10
From Apr. 1 to May 2, '73	Titusville.....	Pa.....	Failed to extend service..		152 82
From Mar. 27 to May 15, 1873.	Bet. Cazenovia and Earlville.	N. Y.....	Failed to perform service.		75 68
Month of April, 1873.....	Bet. Watertown and Barnes Corners.	N. Y.....	Failed to perform 4½ trips		7 24
From Mar. 31 to May 14, 1873.	Bet. Newark and Stanley's Corners.	N. Y.....	Failed to perform service.		
Month of April, 1873.....	Sodus Point.....	N. Y.....	Failed to arrive and depart 6 times.		128 86
From April 1 to 13, 1873.....	Bet. Sterling and Sodus.	N. Y.....	Failed to perform service		
From April 19 to 25, 1873.....	Bet. Red Creek and Sodus.	N. Y.....	do.....		85 80
From April 26 to 28, 1873.....	Bet. Wolcott and Sodus.	N. Y.....	do.....		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual com- pensation.	Half-trip.
11731	McLeansborough to Benton	James M. Blades	\$1,100 00	\$1 76
11736	Robinson to Saint Marie	Calvin Newlin	299 00	1 44
11741	Noble to Wakefield	D. A. Baker, Jr.	118 00	1 13
11745	Marshall to Melrose	John L. Rector	210 00	1 00
11747	Madison to Noble	John D. Parker	77 48	74
11751	Fairfield to Hickory Hill	Samuel S. Palfreman	159 00	1 53
11763	Chester to Red Bud	J. M. McCutcheon	886 00	2 44
11765	Sparta to Steele's Mills	do	190 00	60
11770	Palestine to Marshall	John L. Rector	545 00	1 75
11784	Danville to Blue Grass	E. H. Morrison	520 00	2 50
11785	Ridge Farm to Newport	Enoch Brady	270 00	1 30
11815	Lewiston to Havanna	George W. Standard	325 00	32
11815	do	do	.....	.....
11827	Shawneetown to Elizabethtown	J. A. Callicott	249 00	1 19
11838	Du Quoin to Benton	William T. Smith	487 00	78
11835	Fairfield to Albion	J. S. Berry	275 00	1 32
11836	Du Quoin to Sparta	J. M. McCutcheon	600 00	1 92
11841	Elkville to Ava	D. C. Johnson	280 00	1 25
11850	Fuller's Point to Mattoon	H. L. Layton	180 00	27
11854	Mount Vernon to Fairfield	James C. Overbee	662 00	3 15
11864	Oakland to Fairmount	R. H. McCleave	397 00	3 23
11864	do	do	.....	.....
11869	Newton to Louisville	do	319 00	3 06
11870	Benton to Marion	Anderson Arnot	333 00	1 60
11873	Belle Prairie to Fairfield	William Good	312 00	1 50
11926	Streator to Pekin	Chicago, Pekin and South- western Railroad Co.	3,264 00	.....
13045	Milwaukee to Janesville	W. P. Burroughs	1,129 00	3 62
13070	West Bend to Fond du Lac	George Cissler	970 00	3 11
13088	Sheboygan to Two Rivers	Joseph Heinrichs	1,350 00	2 16
13098	Green Bay to Two Rivers	John Hendricks	405 00	1 39
13136	Berlin to Oshkosh	J. F. Morse & Co.	800 00	1 25
13146	Berlin to Stevens' Point	Cyrus D. Davis	1,780 00	2 66
13171	Mosinee to Marathon City	George Groh	138 00	86
13181	Cambridge to Madison	John E. Powers	400 00	1 26
13220	Madison to Dodgeville	do	640 00	3 07
13209	Monroe to Warren	do	335 00	1 04
13209	do	do	.....	.....
13220	Dodgeville to Avoca	O. E. Barber	280 00	2 00
13271	Viroque to La Crosse	John E. Powers	890 00	1 42
13295	Black River Falls to Pole Grove	Joseph F. Smith	150 00	44
13298	Millville to Loyd	John E. Powers	210 00	2 00
13313	Eau Claire to Reid's Landing	Henry Ash	1,050 00	1 62
13337	Cylon to Hammond	Andrew Gibson	280 00	93
13383	Shawanaw to Oconto	John A. Nichols	1,064 00	.....
7584	Fayetteville to Saint Paul	Wilson Shreve	300 00	2 22
7509	White River to Jacksonport	Railroad Packet Company	11,800 00	56 23
8	Augusta, Belgrade, Mercer	Henry Pennell	442 00	72
8	do	do	.....	.....
11	Waterville, Norridgewock, Anson	V. D. Pinkham	804 15	74
16	Belgrade to New Sharon	Edward Clark	224 00	32
16	do	do	.....	.....
17	Farmington to Kingsfield	I. H. Edwards	219 00	79
18	Farmington, Phillips, Rangeley	J. J. Nile	400 00	43
22	North New Portland to Flagstaff	Judkins & Brown	320 00	1 03
26	North Anson to Solon	Richard Caswell	120 00	20
28	Skowhegan to Shirley	J. W. Fowler	584 00	1 52
28	do	do	.....	.....
33	Dexter to Greenville	Nichols & Cushman	938 00	1 30
35	Pittsfield to Harmony	F. J. Littlefield	347 00	50
36	Newport to Palmyra	S. G. Chadborn	247 00	34



made from their pay, &amp;c.—Continued.

JULY 26, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 8, 9; May 21, 1873		Ill	Total failures		\$10 56
April 10, 14, 1873	Saint Marie	Ill	Failed to arrive		2 88
May 16, 1873	Wakefield	Ill	do		1 13
April 8, 1873		Ill	Total failure		2 00
April 10, 1873		Ill	do		1 48
April 11, 1873		Ill	Lost 21 miles		2 10
April 11, 1873		Ill	Total failure		5 68
April 9, 1873		Ill	do		1 20
April 9, 1873		Ill	do		3 50
April 9, 1873		Ill	do		5 00
April 9, 1873		Ill	do		2 60
April 10, 11, 12, 1873	Havana	Ill	Failed to arrive	}	13 00
April 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 1873	do	Ill	Total failures		
May 3, 10, 1873	Elizabethtown	Ill	Failed to arrive		2 38
April 9, 1873		Ill	Total failure		1 56
April 15, 17, 1873		Ill	do		5 28
April 8, 10, 1873	Du Quoin	Ill	Failed to arrive		3 64
April 9, 1873	Elkville	Ill	do		1 25
April 9, 1873		Ill	Total failure		1 73
April 8, 1873		Ill	Lost 26 miles		5 08
May 17, 1873	Oakland	Ill	Failed to arrive	}	7 64
May 9, 1873	Fairmount	Ill	do		
April 9, 1873		Ill	Lost 20 miles		4 00
April 9; June 10, 1873		Ill	Total failures		6 40
April 8, 12, 1873		Ill	Lost 10 miles		3 60
From Jan. 16 to Feb. 1, 1873		Ill	Failed to commence service		126 98
April 2, 4, 1873	Janeville	Wis	Failed to arrive		7 23
April 9, 16, 1873		Wis	Total failures		12 44
April 1, 4, 10, 19, 1873	Two Rivers	Wis	Failed to arrive		8 64
April 4, 1873		Wis	Total failure		9 60
April 5, 1873	Berlin	Wis	Failed to arrive		1 88
April 1, 2, 1873	do	Wis	do		5 72
June 14, 1873		Wis	Sending carrier under 16 years of age	\$1 32	1 32
April 2, 1873		Wis	Total failure		2 56
April 16, 1873	Dodgeville	Wis	Failed to arrive		3 07
April 9, 24, 1873	Monroe	Wis	do	}	4 16
May 2, 9, 1873	Warren	Wis	do		
April 1, 1873		Wis	Total failure		4 00
June 30, 1873		Wis	do		2 85
April 15, 1873		Wis	do		1 00
April 25, 1873	Loyal	Wis	Failed to arrive		2 00
May 7, 23, 1873	Eau Claire	Wis	do		3 36
May 2, 1873	Cylon	Wis	do		1 00
April 14, 21, 1873	Shawanaw	Wis	do		8 00
April 14, 1873	Fayetteville	Ark	do		2 88
May 22, 24, 1873	Clarendon	Ark	Failed to supply	5 00	
April 5, 7, 9, 10, 12, 14, 15, 26, 1873	Mercer	Me	Failed to arrive	}	5 60
Months of April and May, 1873	do	Me	Failed to arrive in schedule time		
April 2, 3, 7, 11, 1873	Between Nurrigewock and Anson	Me	Failed totally		7 63
April 12, 19, 29, 1873	Belgrade	Me	Failed to arrive and depart	}	4 18
April 2, 5, 11, 12, 18, 19, 22, 30, 1873	do	Me	do		
April 14, 25, 1873	Kingsfield	Me	do		1 40
April 19, 23, 1873		Me	Failed totally		3 44
April 10, 14, 17, 27, 24, 1873	Flagstaff	Me	Failed to arrive	3 60	8 40
Month of April, 1873		Me	Failed totally 15 times		3 00
May 1, 6, 8, 15, 20, 22, 27, 29; June 2, 4, 11, 13, 17, 21, 24, 26, 28, 1873	Shirley	Mo	Failed to arrive and supply	}	26 86
Quarter ending June 30, 1873	Blanchard	Me	do		
April 7, 14, 22; May 2, 5, 10, 12, 16, 1873	Groenville	Me	do		12 00
April 1, 4, 5, 7, 8, 10, 12, 14, 16, 18, 28; May 3, 1873	Harmony	Me	do		6 00
April 4, 17, 19, 23, 24, 25, 26; May 3, 1873	Palmyra	Me	do		2 72

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY

No. of route.	Terminal of route.	Contractor's name.	Annual compensation.	Half trip.
38	East Newport to North Dixmont.....	F. J. Littlefield .....	\$187 00	\$0 30
48	Bangor, Brownville, Katahdin Iron Works.....	S. G. Chadborn.....	1,147 06	1 00
48	do.....	do.....		93
58	Mattawamkeag to Patten.....	Consides Campbell.....	374 00	60
60	Lincoln Centre to Midway .....	Henry T. Merrill.....	195 00	96
125	Gorham to Freedom.....	S. D. Marston.....	673 30	
128	Biddeford to Oasipee .....	F. J. Littlefield .....	392 82	\$0 21, 0 30
131	Alfred to Parsonfield .....	George R. Kimball.....	177 17	59
145	Norway to Greenwood .....	F. J. Littlefield .....	91 00	73
153	Temple Mills to Stark .....	F. H. Edwards.....	325 00	1 07
157	North Jay, Dixfield, Bryant's Pond .....	George F. Hammond.....	594 00	0 46, 0 96
160	East Dixfield to Berry's Mills .....	F. J. Littlefield .....	293 00	54
171	Porter to Wakefield.....	S. D. Marston.....	221 72	71
270	Manchester, Bedford, New Ipswich .....	R. F. Sanborn.....	566 66	0 09, 1 62
284	Wilton, Peterborough, Keene .....	H. F. Morrill.....	1,152 00	1 08, 1 33
285	Peterborough, Harrisville, Munsonville .....	do.....	667 00	0 79, 0 53
285	do.....	do.....		
286	Mason Village to Peterborough .....	Davis & Brooks.....	425 00	63
296	Charlestown to Lemper .....	Noah Jackson.....	299 00	96
297	Claremont to Lebanon .....	J. M. Heywood.....	299 00	46
313	Centre Barnstead to Alton .....	J. H. Plummer.....	255 00	29
316	East Wakefield to Eaton Center .....	John Roberts.....	294 80	72
334	Lancaster to Gorham .....	George H. Thorne.....	180 00	1 00
403	Montpelier to Walden .....	B. J. Larnie.....	329 24	61
404	Montpelier to Glover.....	J. B. Rogers.....	536 00	71
404	do.....	do.....		
418	Washington to Chelsea .....	D. O. Jones.....	243 00	72
422	Saint Albans to Bakersfield .....	Tupper & Robinson.....	690 00	1 10
426	Johnson to North Craftsbury .....	Bruce & Ladd.....	770 67	0 79, 0 44
428	North Craftsbury to Iraaburg .....	Levi F. Edgerton.....	633 00	0 76, 0 33
441	West Concord to Lancaster .....	H. Hill.....	228 38	73
432	Island Pond to Derby Line .....	Jona. Page.....	735 00	1 12
432	do.....	do.....		
435	Lyndonville to Island Pond .....	H. Hill.....	227 00	36
438	Boston to South Albany.....	do.....	260 52	83
442	Saint Johnsbury, Waterford, Littleton .....	do.....	647 00	0 82, 0 31
442	do.....	do.....		
443	Waterford to Concord .....	do.....	147 00	44
458	Bridgewater to Ludlow .....	L. H. Tarbell.....	490 00	72
458	do.....	do.....		
459	Upper Falls to Claremont .....	A. D. Bradish.....	296 00	95
459	do.....	do.....		
462	Windsor to Proctorsville.....	J. L. Paine.....	640 00	1 02
462	do.....	do.....		
479	Chester, Londonderry, Factory Point .....	O. Bardwell.....	800 00	0 77, 1 54
479	do.....	do.....		
483	Bellows Falls, West Townshend, Arlington .....	Tupper & Robinson.....	1,294 00	1 33, 1 32
489	Brattleborough to Bennington.....	do.....	1,299 00	2 06
489	do.....	do.....		
490	Brattleborough, Jacksonville, North Adams.....	L. N. Brownell.....	2,000 00	3 20
490	do.....	do.....		
500	Passumpsic to West Danville .....	J. Drew.....	440 00	70
506	West Burke to West Charleston .....	S. D. Chadborn.....	397 00	1 26
519	Lyndon to East Hardwick .....	A. N. Newell.....	400 00	1 22

made from their pay, &amp;c.—Continued.

JULY 26, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 14, 15, 16, 17, 18, 19, 1873.	North Dixmont	Me.....	Failed to arrive		\$1 80
April 2, 1873.	Bangor	Me.....	do		
April 1, 2, 1873.	Brownsville	Me.....	do		3 66
April 24, 29; May 1, 2, 3, 5, 6, 10, 1873.	Patten	Me.....	do		4 80
April 12, 19, 1873.	Lincoln Centre.	Me.....	Failed to arrive and depart		1 92
From April 29 to May 14, 1873.		Me.....	Lost 14 trips		16 38
April 5, 8, 10, 15, 17, 22, 24, 1873.	Oasipees	Me.....	Failed to arrive		1 68
April 5, 14, 16, 1873	Alfred	Me.....	do		1 67
April 8, 12, 15, 19, 1873	Norway	Me.....	do		2 92
April 12, 19; June 26, 1873	Stark	Me.....	do		3 21
April 7, 14, 1873	Bryant's Pond	Me.....	do		1 96
April 12, 17, 24, 26, 1873	Berry's Mills	Me.....	do		2 16
April 1, 5, 10, 1873	Porter	Me.....	do		2 13
April 7, 1873		N. H.	Failed totally		3 24
April 2, 1873	Wilton	N. H.	Failed to arrive		1 53
April 7, 11, 21, 23, 1873	Munsonville	N. H.	do		
April 12, 24, 1873	Harrisville	N. H.	do		3 30
April 3, 4, 5, 1873	Mason Village	N. H.	do		1 95
April 5, 8, 10, 12, 1873	Charlestown	N. H.	do		3 84
April 9, 14, 1873		N. H.	Lost whole trip.		1 92
April 4, 5, 1873		N. H.	Lost one trip		1 64
April 4, 7, 1873	Eaton Center	N. H.	Failed to arrive		1 44
April 25, 1873	Gorham	N. H.	do		1 80
April 9, 12, 15, 16, 17, 19, 22, 24, 26, 29, 1873.	Montpellier	Vt.....	do		6 10
April 2, 7, 16, 21, 23, 25, 28, 30, 1873.	do	Vt.....	do		
April 2, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30, 1873.	Glover	Vt.....	do		14 20
April 8, 10, 17, 1873	Washington	Vt.....	do		2 34
April 9, 1873		Vt.....	Failed totally		2 20
April 8, 15, 22, 1873	North Craftsbury	Vt.....	Failed to arrive		2 37
April 7, 14, 21, 1873	do	Vt.....	do		1 59
April and May, 1873	Leicester	Vt.....	No mail, 53 times.		38 69
April 8, 9, 21, 24, 1873	Island Pond	Vt.....	Failed to arrive		
April 8, 10, 18, 22, 1873	Derby Line	Vt.....	do		9 44
April 1, 3, 5, 8, 10, 11, 12, 14, 15, 17, 18, 19, 22, 24, 26, 29, 30, 1873.	Island Pond	Vt.....	do		6 12
April 8, 15, 24, 26, 1873	South Albany	Vt.....	do		3 32
April 1, 8, 10, 12, 15, 17, '73.	Bet'n Waterford and Littleton.	Vt.....	Failed to perform service.		6 36
April 2, 7, 9, 1873	Saint Johnsbury	Vt.....	do		
April 1, 8, 10, 12, 15, 17, '73	Waterford	Vt.....	Failed to arrive		2 64
April 2, 3, 4, 7, 8, 9, 12, 14, 16, 1873.	Bridgewater	Vt.....	do		14 09
April 1, 3, 4, 5, 8, 9, 11, 15, 17, 1873.	Ludlow	Vt.....	do		
April 3, 8, 9, 12, 1873	Upper Falls	Vt.....	do		7 60
April 6, 9, 11, 16, 1873	Claremont	Vt.....	do		
April 2, 7, 1873	Windsor	Vt.....	do		9 18
April 1, 3, 7, 9, 10, 11, 12, 14, 17, 1873.	Proctorsville	Vt.....	do		
April 5, 12; May 7, 1873	Factory Point	Vt.....	do		10 78
April 7, 10, 14, 23, 1873	Londonderry	Vt.....	do		
April 2, 7, 18, 30, 1873	Arlington	Me.....	do		5 28
April 1, 3, 5, 8, 10, 16, 18, 19, 1873.	Brattleborough	Vt.....	do		
April 5, 8, 9, 10, 12, 15, 17, '73	Bennington	Vt.....	do		31 26
April 1, 2, 7, 9, 11, 1873	Brattleborough	Vt.....	do		
April 3, 5, 7, 8, 10, 15, 17, 19, 22, 25, 28, 30; May 1, 2, 6, 8, 10, 1873.	North Adams	Mass.....	do		35 20
April 1, 2, 3, 4, 7, 8, 10, 11, 12, 14, 16, 17, 18, 21, 22, 24, 25, 28, 29, 30, 1873.	West Danville	Vt.....	do		14 00
April 1, 8, 11, 15, 26, 1873	West Charleston	Vt.....	do		9 80
April 8, 1873	Lyndon	Vt.....	do		1 28

*Fines imposed on contractors and deductions*

## WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
522	Portland and Ogdensburg Station to North Craftsbury.	S. Hill .....	\$600 00	\$0 25
711	Williamsburgh to Hinsdale .....	D. Thayer .....	770 00	1 23
734	South Williamstown to Pittsfield .....	Thomas Sabine .....	1,058 00	1 70
840	New Haven to Deep River .....	C. L. Mott .....	798 00	3 23
8003	Baton Rouge to Livonia .....	D. A. Moulton, president .....	360 00	1 15
8003	.....do.....	.....do.....		
8018	Covington to Columbia .....	Franklin Fortinberry .....	650 00	6 25
8018	.....do.....	.....do.....		
8020	Franklinton to Shady Grove .....	Neal Strahan, sr .....	206 00	1 92
8030	.....do.....	.....do.....		
8022	Taugapah to Palestine .....	Samuel H. Morgan .....	300 00	2 28
8022	.....do.....	.....do.....		
8731	Austin to Fredericksburgh .....	F. P. Sawyer .....	4,025 00	13 12
4475a	Lawrenceville to Petersburg .....	Thomas Peter Graves .....	675 00	3 24
4611b	Staunton to Cedar Grove Mills .....	Giles A. Jackson .....	374 00	1 19
7584c	Fayetteville to Saint Paul .....	Wilson Shreve .....	300 00	2 28

## WEEK ENDING SATURDAY.

6615	Chattanooga to Meridian .....	Alabama, Chattanooga Railroad Company.	\$14,800 00	\$23 64
6615	.....do.....	.....do.....		
7532	Lisbon to Lewisville .....	Washington Graham .....	730 00	7 02
8518	Texana to Lavaca .....	John R. Sanford .....	305 00	1 46
8518	.....do.....	.....do.....		
8545	Gonzales to Sutherland .....	C. M. Burris .....	680 00	6 63
4122	Parkersburgh to Gallipolis .....	A. P. Deem and C. Shrewsbury.	5,639 17	9 03
4122	.....do.....	.....do.....		
4124	Parkersburgh to Jackson Court-House ..	Peter G. Anderson .....	733 25	3 52
4125	Parkersburgh to Burning Spring .....	John Fisher .....	1,190 00	1 90
4125	.....do.....	.....do.....		
4136	Kanawha Court-House to Gallipolis .....	A. P. Deem and C. Shrewsbury.	1,724 50	5 52
4136	.....do.....	.....do.....		
4137	Gauley Bridge to Lewisburgh .....	A. D. Trotter .....	1,537 00	4 92
4138	Kanawha Court-House to Spencer .....	John W. Cottreal .....	520, 780 00	22 50, 2 50
4138	.....do.....	.....do.....		
4139	Kanawha Court-House to Wayne Court-House.	John D. Wilson .....	498 00	4 70
4151	Wayne Court-House to Warfield .....	Goodwin Adkins .....	400 00	3 24
4154	Raleigh Court-House to Mouth Short Creek ..	James W. Harper .....	289 87	2 79
4166	Princeton to Oceana .....	James H. Cook .....	349 00	3 35
4168	Perryville to Tug River .....	Crocket Mitchell .....	90 25	96
4168	.....do.....	.....do.....	90 25	96
4168	.....do.....	.....do.....	99 25	96
4169	Lewisburgh to Huntersville .....	Joseph F. Caldwell .....	679 00	3 26
4169	.....do.....	.....do.....		
4170	Lewisburgh to Fayetteville .....	Sparriel Bailey .....	304 00	3 70

a Remit \$1.40 of the deduction made May 21, (report May, 24, 1873.) It now appears that \$5 miles of  
 b Remit \$7.20 of the deduction made May 23, (report May 24, 1873.) It now appears that service was  
 c Remit \$5.76 the deduction ordered January 26, (report January 27, 1872.) It now appearing from ceremony of 3d of November, 1871.

made from their pay, &amp;c.—Continued.

JULY 26, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 12, 18, 1873 .....	North Craftsbury	Vt .....	Failed to arrive .....		\$1 96
April 10, 15, 17, 19, 22, 24, 26, 1873.	Hinsdale .....	Mass .....	do .....		8 61
April 10, 1873 .....	Pittsfield .....	Mass .....	do .....		1 70
April 12, 1873 .....	Deep River .....	Conn .....	do .....		3 83
April 7, 14, 21, 28; May 5, 14, 12, 19, 26, 1873.	Baton Rouge .....	La .....	do .....	}	19 55
April 7, 14, 21, 28; May 5, 12, 19, 26, 1873.	Livonia .....	La .....	do .....		
April 9; May 21; June 4, 18, 25, 1873.	Covington .....	La .....	do .....		
May 23; June 6, 13, 20, 27, 1873.	Columbia .....	La .....	do .....		
May 22, 1873 .....	Franklinton .....	La .....	do .....	}	3 84
May 21, 1873 .....	Shady Grove .....	La .....	do .....		
May 6, 1873 .....	Tangapaho .....	La .....	do .....		
May 5, 1873 .....	Paletine .....	La .....	do .....		
Month of July 1873 .....	Mount Gaynor .....	Texas .....	No supply .....	\$12 00	

## AUGUST 2, 1873, INCLUSIVE.

June 23, 24, 25, 26, 27, 1873.	Bet. Chattanooga & Birmingham.	Ala .....	Failures on 143½ miles of route.	}	\$683 20
April and June respectively, 9 and 14 trips, 1873	Bet'wn Birmingham & Meridian.	Ala .....	Failures on 154½ miles of route.		
June 24, 1873 .....	Lewisville .....	Ark .....	Failed to arrive .....		
June 6, 1873 .....	Texana .....	Tex .....	do .....		7 02
June 6, 1873 .....	Lavaca .....	Tex .....	do .....	}	2 92
June 2, 9, 14, 1873 .....	Sutherland Springs.	Tex .....	do .....		
April 1, 3, 7, 9, 10, 11, 12, 14, 15, 17, 19, 21, 22, 24, 26, 29, 1873.	Parkersburgh .....	W. Va .....	do .....	}	279 93
April 2, 4, 6, 9, 10, 11, 12, 14, 15, 17, 19, 22, 24, 26, 29, 1873.	Gallipolis .....	W. Va .....	do .....		
April 1; May 2; June 3, 27, 1873.	Parkersburgh .....	W. Va .....	do .....		
May 5, 1873 .....	do .....	W. Va .....	do .....		14 09
May 3, 6, 1873 .....	Burning Spring .....	W. Va .....	do .....	}	5 70
June 12, 1873 .....	Kanawha C. H. .....	W. Va .....	do .....		
June 13, 1873 .....	Gallipolis .....	W. Va .....	do .....	}	11 04
April 16, 1873 .....	Mountain Grove .....	W. Va .....	Mail wet and damaged .....		
April 5; May 2, 7; June 18, 1873.	Kanawha C. H. .....	W. Va .....	Failed to arrive .....		
April 7, 28; May 5, 7, 19; June 2, 4, 1873.	Spencer .....	W. Va .....	do .....		27 50
April 3, 17, 24; May 1, 8, 73	Wayne C. H. ....	W. Va .....	do .....	}	23 50
May 3, 1873 .....	Hamlin .....	W. Va .....	do .....		
May 22, 1873 .....	Mouth Short Ck .....	W. Va .....	do .....		3 84
May 1; June 12, 1873 .....	Princeton .....	W. Va .....	Failed to arrive; traveled 13 and 15 miles.		2 79
Quarter end'g Dec. 31, 1872	.....	W. Va .....	Service performed to Snake Root only during Nov. and Dec., 1872.	}	7 91
Quarter end'g Mar. 31, 1873	.....	W. Va .....	do .....		
From April 1 to June 17, 1873.	From Perryville to Snake Root.	W. Va .....	No service performed .....		11 94
May 10, 1873 .....	Lewisburgh .....	W. Va .....	Failed to arrive .....		9 88
May 13, 1873 .....	Huntersville .....	W. Va .....	do .....	}	6 52
April 22; May 14, 22, 73.	Lewisburgh .....	W. Va .....	Failed to arrive and depart .....		30 24

the trip of February 1, 1873, was performed.  
 performed from Brownsburgh to Cedar Grove Mills, from October 1 to November 18, 1872.  
 tied registers from Fayetteville that no failures to make arrivals at that office occurred on the 14th of

### FINES AND DEDUCTIONS.

### ***Fines imposed on contractors and deductions***

**WEEK ENDING SATURDAY,**

[illegible]

made from their pay, &amp;c.—Continued.

AUGUST 2, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
May 9, 1873	Red Sulphur Springs.	W. Va.	Failed to arrive.		\$2 35
April 11, 1873	Walton	W. Va.	do		
April 3, 1873	Arnoldsburgh	W. Va.	do		3 82
May 1, 6, 8, 1873	do	W. Va.	do		
May 1, 6, 8, 1873	Spencer	W. Va.	do		3 54
May 1, 10, 20, 1873	Burning Springs	W. Va.	do		
May 1, 3, 8, 20, 1873	Spencer	W. Va.	do		6 39
April 2, 1873	Burning Springs	W. Va.	do		
April 2, 1873	Glenville	W. Va.	do		6 90
April 1, 1873	Reedy	W. Va.	do		1 29
May 3, 10, 1873	Moore's	W. Va.	do		1 90
May 10, 1873	Arnoldsburgh	W. Va.	do		1 58
April 5, 1873	Weston	W. Va.	do		2 94
April 16; May 7, 1873	Morgantown	W. Va.	do		13 14
May 3, 1873	Rowlesburgh	W. Va.	do		
May 3, 1873	Saint George	W. Va.	do		1 80
Quarter end'g Dec. 31, '72	From Black Fork to Red Creek.	W. Va.	Failed to extend service		24 22
Quarter end'g Mar. 31, '73	do	W. Va.	do		24 22
Quarter end'g June 30, '73	do	W. Va.	do		24 22
April 10, 1873	Mouth of Seneca	W. Va.	Failed to arrive; traveled 8 miles.		2 80
May 9, 1873	New Hampden	W. Va.	Failed to arrive; traveled 10 miles.		4 36
May 9, 12, 1873	Moorefield	W. Va.	Failed to arrive; traveled 28 miles.		
May 23, 28, 1873	do	W. Va.	Failed to arrive; traveled 39 miles.		2 88
May 9, 10, 1873	Patterson's Depot.	W. Va.	Failed to arrive.		
May 9, 12, 1873	Romney	W. Va.	do		5 04
May 9, 1873	Sissonville	W. Va.	do		
June 25, 1873	Mangohick	Va.	do		1 91
June 12, 1873	Quancock	Va.	do		1 31
June 23, 1873	Smithfield	Va.	do		2 24
June 23, 1873	Zuni Station	Va.	do		1 24
May 8, 22, 1873	Bent Creek	Va.	do		1 54
April 16, 1873	Flat Creek	Va.	do		1 44
May 10, 1873	Meherrin	Va.	do		
May 10, 1873	Plantersville	Va.	do		2 68
May 8, 1873	Barnesville	Va.	do		
May 8, 1873	Clarksville	Va.	do		3 04
May 9, 19, 1873	Brookneal	Va.	Failed to arrive; came 10 miles.		8 96
May 10, 1873	Campbell C. H.	Va.	do		
May 7, 1873	Cooper's	Va.	Failed to arrive.		
May 7, 1873	Rocky Mount	Va.	do		1 44
May 2, 9, 16, 1873	Berger's Store	Va.	Failed to arrive; came 7 miles.		
May 23, 1873	do	Va.	Failed to arrive; came 13 miles.		8 76
Jan. 1, 3, 6, 8, 10, 13, 15, 17, 20, 2, 4, 1873.	Fincastle	Va.	Failed to arrive.		18 26
April 2; May 9, 28, 1873.	do	Va.	do		
April 1; May 2, 27, 1873	Sweet Springs from Bonsaeka.	Va.	do		
May 10, 14, 1873	Sweet Springs from Alleghany Station.	Va.	do		5 58
May 9, 13, 1873	Alleghany Stat'n	Va.	do		
May 11, 1873	Fincastle	Va.	do		5 56
May 9, 1873	Blacksburgh	Va.	do		
May 7, 1873	Big Lick	Va.	do		3 70
May 8, 1873	Rocky Mount	Va.	do		
Quarter end'g June 30, '73	do	Va.	Failed to increase service.		13 61
May 6, 1873	Shady Grove	Va.	Failed to arrive.		2 00
April 29; May 5, 8, 1873	Salem	Va.	do		
May 7, 1873	Floyd C. H.	Va.	do		9 60
May 7, 1873	Salem	Va.	do		
May 3, 7, 1873	Newcastle from Salem.	Va.	do		
April 1, 4, 18, 28; May 2, 9, 27, 1873.	Newcastle from Ripley's Mills.	Va.	do		8 04

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4539	Christiansburgh to Newport .....	Richard J. Noel .....	\$437 00	\$0 41, \$0 20
4548	Pittsylvania Court-House to Danville ...	R. Chambers and R. R. Steagall.	890 00	1 42
4548	do .....	do .....		
4552	Danville to Rocky Mount .....	John Lee Anglin .....	850 00	4 08
4552	do .....	do .....	850 00	4 08
4552	do .....	do .....		
4554	Martinsville to Patrick Court-House .....	do .....	399 12	1 91
5010	Enfield, Brinkleyville, Enfield .....	James W. Schenck, jr. ....	299 00	2 87
5010	do .....	do .....	299 00	2 87
5010	do .....	do .....	299 00	2 87
5014	Hookerton to Greenville .....	do .....	299 00	2 87
5019	Pollocksville to Swansborough .....	do .....	344 00	1 35
5019	do .....	do .....		
5094	Rocky Mount to Black River Chapel .....	do .....	289 96	2 78
5097	Wilmington to Smithville .....	do .....	824 25	2 64
5097	do .....	do .....		
5122	Salem to Jerusalem .....	E. F. Clemmons .....	274 00	2 63
5177	Old Fort to Asheville .....	do .....	1,000 00	1 00
9636	Owingsville to Grayson .....	Edmund Wells .....	497 00	4 78
9638	Poplar Plains to Upper Tygart .....	James P. Rice .....	418 00	2 00
9639	Vanceburgh to Mouth of Laurel .....	Sanford J. Stone .....	90 00	86
9640	Olive Hill to Quincy .....	William Clark, jr. ....	175 00	1 68
9641	Grayson to Mount Savage .....	Rebecca Savage .....	85 00	64
9649	West Liberty to Grayson .....	H. J. Spradlin .....	388 00	3 73
9654	Piketon to Logan Court-House .....	John Dils, jr. ....	398 00	3 82
9655	Hazard to Whitesburgh .....	Finley & Freeman .....	247 00	2 37
9690	Booneville to Sexton's Creek .....	John W. Haudy .....	94 00	90
9694	Nicholasville to Somerset .....	Thomas B. Mumford .....	4,536 00	7 27
9697	Harrodsburgh to Antioch .....	Robert Boyd .....	449 00	2 16
9699	Fish Point to London .....	Lovelace & Jones .....	503 38	81
9699	do .....	do .....		
9704	London Court-House to Morristown .....	William Herndon .....	4,841 17	7 76
9704	do .....	do .....		
9707	Somerset to London .....	Robert Boyd .....	549 00	2 64
9707	do .....	do .....		
9710	Monticello to Huntville .....	A. G. Smith .....	303 00	2 91
9731	Campbellsville to Neatsville .....	Robert Boyd .....	137 00	1 32
9731	do .....	do .....		
9735	Columbia to Park .....	do .....	593 00	2 85
9737	Glasgow to Albany .....	Andrew McCoy .....	1,973 00	\$2 46, 1 08
9740	Caneyville to Morgantown .....	Charles Cox .....	182 73	1 76
9740	do .....	do .....		
9766	Mayfield to Paris, Tenn .....	James R. Smith .....	1,400 00	4 42
9766	do .....	do .....		
9770	Paducah to Murray .....	do .....	1,900 00	3 94
9784	Hazard to Manchester .....	William Haskin .....	249 00	2 29
9797	Glasgow to Scottsville .....	Levin Watson .....	259 00	2 49
9805	Prestonburgh to Hazard .....	James H. Haudley .....	294 50	3 12



made from their pay, &amp;c.—Continued.

AUGUST 2, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30; May 1, 3, 6, 8, 10, 13, 15, 17, 20, 22, 24, 27, 29, 31, 1873.	Christiansburgh	Va .....	Failed to arrive .....		\$11 07
May 8, 1873.	Pittsylvania C.H	Va .....	do .....	}	
May 9, 1873.	Danville	Va .....	do .....		2 84
Feb. 14, 1873	do	Va .....	do .....		4 08
May 27, 1873	do	Va .....	do .....		12 24
May 9, 27, 1873	Rocky Mount.	Va .....	do .....		
May 8, 1873	Martinsville	Va .....	Failed to arrive; went 11 miles.		2 58
Quarter end'g Dec. 31, '72	Brinkleyville	N. C.	No service.		37 38
Quarter end'g Mar. 31, '73	do	N. C.	do		37 38
Quarter end'g June 30, '73	do	N. C.	do		37 38
April 4, 11, 18; May 2, 1873	Greenville	N. C.	Failed to arrive		11 48
April 2, 9, 16, 23, 30; May 7, 14, 21, 28; June 4, 11, 18, 25, 1873.	Swansborough	N. C.	do		
April 1, 8, 15, 22, 29; May 6, 13, 20, 27; June 3, 10, 17, 24, 1873.	Pollocksville	N. C.	do		40 33
Quarter end'g June 30, '73	Wilmington	N. C.	No service.		72 49
April 2, 9, 16, 23, 30; May 7, 14, 21, 28; June 4, 11, 18, 25, 1873.	Wilmington	N. C.	Failed to arrive		
April 2, 9, 16, 23, 30; May 7, 14, 21, 28; June 4, 11, 18, 25, 1873.	Smithville	N. C.	do		68 64
May 12, 1873	Jernsalem	N. C.	Failed to arrive; went 12 miles.		3 38
May 8, 10, 1873	Ashville	N. C.	Failed to arrive		3 20
May 13, 1873	do	Ky .....	Failed over 23½ miles of route.		4 05
May 9, 1873	Poplar Plains	Ky .....	Failed to arrive		2 00
May 9, 1873	do	Ky .....	Failed over 11½ miles of route.		1 36
May 15, 22, 1873	Grayson	Ky .....	Failed to arrive		3 30
May 8, 22, 1873	Mount Savage	Ky .....	do		1 25
May 9, 1873	do	Ky .....	Failed over 43 miles of route.		6 47
April 1; May 13, 1873	do	Ky .....	Failed over 25 miles of route.		3 82
June 30, 1873	Hazard	Ky .....	Failed to arrive		2 37
May 24, 1873	do	Ky .....	Failed totally		1 80
June 17, 1873	Somerset	Ky .....	Wet mail	\$21 81	
April 1, 1873	do	Ky .....	Failed totally		4 32
Jan. 6, 23, 1873	London	Ky .....	Failed to arrive		1 62
Jan. 14, 1873	do	Ky .....	Wet mail	5 00	
Jan. 24, 1873	do	Ky .....	Failed to arrive		
May 1, 1873	do	Ky .....	Failed over 87 miles of route.		21 25
April 1, 29; May 2, 9, 31, 1873.	do	Ky .....	Failed over 18 miles of route.		20 00
June 7, 14, 24, 1873	do	Ky .....	do		
Mar. 27; April 23; May 1, 9, 1873.	do	Ky .....	Failed over 28½ miles of route.		14 12
April 3, 1873	do	Ky .....	Failed totally		
May 1, 1873	do	Ky .....	Failed over 15 miles of route.		4 53
April 29, 1873	do	Ky .....	Failed totally		5 70
May 1, 1873	Bet. Glasgow and Burkesville.	Ky .....	Failed to perform service.		2 46
May 2; June 6, 13, 1873...	Caneyville	Ky .....	Failed to arrive		
May 2, 1873	Morgantown	Ky .....	do		7 04
Jan. 16, 30; Feb. 12, 26, '73	do	Ky .....	Failed over 33 miles of route.		29 64
Jan. 23, 1873	Paris	Ky .....	Failed to arrive		20 76
Jan. 29; Feb. 12; May 3, 1873.	do	Ky .....	Failed over 38 miles of route.		
May 24, 1873	Manchester	Ky .....	Failed to arrive on schedule time.		2 39
May 2, 9, 1873	do	Ky .....	Failed over 12 miles of route.		4 78
April 22, 29, 1873	do	Ky .....	Failed totally		12 46

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
9827	Grider to Cellina .....	Jacob S. Bratton .....	\$274 00	\$2 63
9829	Caseyville to Dixon .....	R. P. Howard .....	200 00	1 92
9833	Franklin to Scottaville .....	John W. Crow .....	195 00	1 87
7184	Columbia to Williamsburgh .....	J. M. Fortinberry .....	280 00	2 67
7184	do .....	do .....		
7186	Williamsburgh to Augusta .....	Daniel McGilvery .....	449 00	4 31
7563	Marshall to Jasper .....	A. J. Stewart .....	385 00	3 70
8558	Blanco to Sisterdale .....	James Tyson .....	392 00	3 76
8621	Hallsville to Quitman .....	J. J. & J. M. Fain .....	940 00	9 03
8621	do .....	do .....		
8626	Palestine to Corsicana .....	Joseph Y. Bates .....	780 00	7 59
8639	Nacogdoches to Pinetown .....	T. S. Valle .....	904 00	4 34
8639	do .....	do .....		
8634	Woodville to Milam .....	Harry W. Bendy, jr. ....	1,080 00	10 28
8634	do .....	do .....		
8635	Woodville to Beaumont .....	Robert A. Cruse .....	735 00	6 72
8637	Jasper to Newton .....	H. W. Bendy, jr. ....	200 00	1 92
8637	do .....	do .....		
8658	Orange to Burkville .....	Charles W. Winn .....	980 00	9 42
8662	Emory to Quitman .....	N. S. Wheeler .....	281 00	2 70
8662	do .....	do .....		
8662	do .....	do .....		
8669	Sherman to Delaware Bend .....	W. T. Mangum .....	700 00	6 73
4535	Newport to Pearisburgh .....	Andrew Caldwell .....	240 00	1 15
4556	Martinsville to Prillaman's .....	Joshua L. Craddock .....	208 00	1 00
4556	do .....	do .....		
4559	Patrick Court-House to Floyd Court House .....	Moses P. Jefferson .....	148 00	1 42
4559	do .....	do .....		
4561	Nuckollsville to Elk Creek .....	Samuel Davis .....	75 00	72
4562	Nuckollsville to Mouth of Wilson .....	George W. Henderlite .....	189 00	85
4562	do .....	do .....		
4564	Hillsville to Nuckollsville .....	Thomas M. Oglesby .....	129 00	1 34
4564	do .....	do .....		
4565	Abingdon to Rye Valley .....	Granville Griffiths .....	219 00	2 10
4567	Abingdon to Eatilville .....	D. C. Dunn .....	192 00	1 84
4568	Abingdon to Tazewell .....	Garland S. Bruce .....	944 42	\$0 57, 2 18
4575	Lebanon to Pattonville .....	do .....	339 00	3 36
4575	do .....	do .....		
4576	Lebanon to Piketon .....	Thomas J. Dickinson .....	543 40	5 21
4577	Jonesville to Turkey Cove .....	D. C. Dunn .....	72 00	69
4577	do .....	do .....		
4578	Jonesville to Tazewell .....	do .....	194 00	1 86
4578	do .....	do .....		
4578	do .....	do .....		
4582	Tazewell Court-House to Marion .....	C. H. Lynch .....	425 00	1 36
4582	do .....	do .....		
4585	Tazewell Court-House to Oceana .....	Moses A. Cartright .....	315 00	3 02
4587	Wytheville to Independence .....	D. C. Dunn .....	582 00	1 86
4588	Marion to Mouth of Wilson .....	Alexander Richardson .....	188 00	1 80
4606	Goshen Bridge to Lexington .....	J. T. Rouse .....	1,009 00	1 61
4606	do .....	do .....		
4688	Harrisonburgh to Shenandoah Iron Works .....	A. W. Harmon .....	509 00	1 91
4688	do .....	do .....		
4695	McDowell to Oak Flat .....	Henson Judy and Martin Landis .....	219 00	2 10
4695	do .....	do .....		
4696	Oak Flat to Luney's Creek .....	Martin Landis .....	196 00	1 88
4697	Monterey to Franklin .....	W. M. Sommers .....	390 00	1 87
4697	do .....	do .....		
4699	McDowell to Green Valley .....	do .....	294 00	2 15

made from their pay, &amp;c.—Continued.

AUGUST 2, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 25, 1873	Celina	Ky	Failed to arrive		\$3 63
June 23, 1873		Ky	Failed totally		3 84
May 2, 1873		Ky	Failed over 26½ miles of route.		3 54
June 14, 1873	Columbia	Miss	Failed to arrive		5 38
June 27, 1873	Williamsburgh	Miss	do		4 31
May 7, 1873	do	Miss	do		3 70
May 7, 1873	Jasper	Ark	do		30 08
June 7, 14, 21, 28, 1873	Sisterdale	Tex	do		27 09
June 3, 10, 1873	Hallaville	Tex	do		30 36
June 18, 1873	Quitman	Tex	do		
May 27; June 3, 17, 24, '73	Palestine	Tex	do		
April 2, 5, 9, 12; May 22, 25, 29; June 4, 7, 11, 14, 18, 21, 25, 28, 1873.	Nacogdoches	Tex	do		
April 3, 7, 10; May 24, 28, 31; June 2, 5, 9, 12, 16, 19, 23, 26, 30, 1873.	do	Tex	Failed to depart		130 20
April 13; May 20; June 19, '73	Woodville	Tex	Failed to arrive	\$5 00	30 84
April 9, 1873	Jasper	Tex	Left mail behind		30 24
Mar. 21; May 23; June 20, 1873.	Beaumont	Tex	Failed to arrive		
May 15, 1873	Jasper	Tex	do		3 84
May 15, 1873	Newton	Tex	do		9 42
May 27, 1873	Burkville	Tex	do		
April 5, 26, 1873	Emory	Tex	do		21 60
May 16, 23, 31, 1873	Quitman	Tex	do		
May 17, 24, 31, 1873	do	Tex	Failed to depart		6 72
June 11, 1873	Sherman	Tex	Failed to arrive		1 15
May 10, 1873	Newport	Va	do		2 00
May 3, 1873	Martinsville	Va	do		
May 8, 1873	Prillaman's	Va	do		2 84
May 8, 1873	Patrick C. H.	Va	do		
May 7, 1873	Floyd C. H.	Va	do		1 44
May 9, 1873	Nuckollsville	Va	Failed to arrive and depart		1 90
April 5, 1873	do	Va	Failed to arrive		
April 4, 1873	Mouth of Wilson	Va	do		2 48
May 7, 1873	Hillville	Va	do		2 16
May 7, 1873	Nuckollsville	Va	do		3 64
May 8, 1873	Rye Valley	Va	do		6 72
April 4; May 9, 1873	Estillville	Va	do		
December 18, 25, 1872	Tazewell Court-House.	Va	Failed to arrive and depart		
May 1, 22, 1872	Lebanon	Va	Failed to arrive		9 78
May 8, 1872	Pattonsville	Va	do		4 72
May 23, 1872	Piketon	Va	Failed to arrive; went 48 miles.		
April 2, 9, 16, 23, 30, 1872	Jonesville	Va	Failed to arrive		6 21
April 2, 9, 16, 23, 30, 1872	Turkey Cove	Va	do		
April 4, 11, 18, 25, 1872	Jonesville	Va	do		
May 2, 9, 16, 23, 1872	do	Va	Failed to arrive; went 25 miles.		30 08
April 4, 11, 18, 25, 1872	Tazewell	Va	Failed to arrive		
May 8, 31, 1872	Tazewell Court-House.	Va	do		4 08
May 9, 1872	Marion	Va	do		2 02
April 28, 1872	Oceana	Va	do		1 86
May 8, 1872	Independence	Va	do		1 80
May 1, 1872	Mouth of Wilson	Va	do		3 22
May 8, 1872	Lexington	Va	do		
May 8, 1872	Goheen Bridge	Va	do		
May 13, 1872	Harrisonburgh	Va	do		3 62
May 9, 1872	Shenandoah Iron-Works.	Va	do		
May 29, 1872	McDowell	Va	do		4 20
May 30, 1872	Oak Flat	Va	do		1 88
May 24, 1872	do	Va	do		3 74
May 9, 1872	Monterey	Va	do		
May 6, 1872	Franklin	Va	do		
May 20, 1872	McDowell	Va	Failed to arrive; went 13 miles.		1 96

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4713	Eggleston's Springs to New River Depot	J. T. Lucas	\$299 00	\$0 25
4713	do	do		
4717	Tilson's Mills to Glade Spring	J. W. Thompson	187 08	3 30
4717	do	do		
5037	Plymouth to Franklin Depot	H. R. Hazlehurst	4,500 00	14 42
5037	do	do		
5045	Elizabeth City to Great Bridge	John J. Butt	641 38	6 16
5076	Haywood, Harnett Court-House, Haywood.	Elbert Windham	229 00	2 20
5076	do	do	229 00	2 20
5089	Fayetteville to Warsaw	John F. Logan	984 34	4 63
5080	Pittsborough to Egypt Depot	E. T. Clemmons	289 00	1 41
5083	Carthage to Norwood	John A. McKenzie	345 00	3 30
5084	Reed Creek to Carthage	James A. Cole	180 00	1 81
5086	Bostick's Mills to Troy	Larkin Brewer	418 00	2 00
5087	Bostick's Mills to Albemarle	H. M. Scarborough	648 00	3 11
5088	Hillsborough, Black Walnut, South Beeton Depot.	C. M. Conklin	558 92	\$1 89, 0 26
5088	do	do		
5090	Hillsborough to Milton	Abner Conklin	299 50	1 43
5099	Company's Shops to Danville	William Dickey	669 00	3 21
5101	Greensborough to Yanceyville	William W. White	656 00	3 15
5101	do	do		
5109	Madison to Mount Airy	James P. Williams	295 00	2 83
5109	do	do		
5110	Madison to Ridgeway	Benjamin F. Foy	269 25	139 00
5110	do	do		
4485	Nebraska to Bent Creek	Joseph B. Coleman	248 00	79
4612	Staunton, Lexington, Buchanan, Bon-sack's.	J. T. Rouse	3,000 00	\$2 14, 4 22, 1 11.
4638	Culpeper to Homeland	John Brown	160 00	51
4638	do	do		
4668	Winchester to Paw-Paw	Martin Pool & Adam Albert	498 00	2 39
4671	Strasburgh to Capon Springs	George W. Hottel	287 13	90
4682	Woodstock to Moorefield	R. H. McCleave	716 40	\$1 16, 1 69
10516	Saint Louis to Memphis	John A. Sonder	21,000 00	67 38
10527	Memphis to Kirksville	D. B. Cooper	463 00	2 25
10533	Macon City to Economy	James Conroy	300 00	1 44
10533	do	do		
10537	Queen City to Shoneytown	James M. Brasfield	298 00	2 56
10537	do	do		
10542	Milan & Laclède	U. E. Fisher	1,063 00	1 73
10545	Milan, Unionville, Cincinnati, Iowa	E. H. T. Gatewood	685 10	\$2 15, 1 29
10548	La Plata to Sticklerville	T. J. Dockray	240 00	2 30
10548	do	do		
10560	Bethany to Gallatin	James A. Williams	550 00	2 64
10560	do	do		
10569	Savannah to Grant City	Cyrus A. Clark	1,621 50	5 19
10569	do	do		
10574	Allendale to Maryville	J. G. H. Crockett	1,069 50	3 49
10581	Auburn to Clarksville	R. H. T. Gatewood	493 00	2 36
10581	do	do		
10583	Troy to Ashley	do	473 00	2 27
10584	Troy to Loet Branch	do	193 00	1 85
10584	do	do		
10599	Danville to Loutre Island	George W. McCarty	208 00	2 00
10605	Mexico to Spencerburgh	Peter Gardiner	689 66	3 31
10606	Mexico to Paris	Daniel Wyman	573 00	1 84
10606	do	do		
10612	Readsville to Fulton	John M. Menefee	325 00	1 56
10613	do	do		

## FINES AND DEDUCTIONS.

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made from their pay, &amp;c—Continued.

AUGUST 2, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
May 17, 1872	Eggleston's Springs.	Va.	Failed to arrive	}	\$1 90
May 10, 1872	New River Depot.	Va.	do		
April 28, 1872	Tilson's Mills.	Va.	do		6 60
April 2, 1872	Glade Spring.	Va.	do		
June 13, 1872	Plymouth.	N. C.	do		28 84
June 14, 1872	Franklin Depot.	N. C.	do	}	7 50
From February 1 to April 9, 1872		N. C.	Failed to extend service		
March 7, 21, 1872	Haywood.	N. C.	Failed to arrive; went 28 and 38 miles.		3 64
May 2, 1872	Harnett Court-House.	N. C.	Failed to arrive		2 90
May 24, 1873	Fayetteville.	N. C.	Failed to arrive and depart		4 63
May 27, 1873	Pittsborough.	N. C.	Failed to arrive		1 41
May 12, 26, 1873	Norwood.	N. C.	Failed to arrive; went 45 and 33 miles.		3 08
April 19, 26, 1873	Reed Creek.	N. C.	Failed to arrive; came 12 miles.		4 64
May 2, 1873	Bostick's Mills.	N. C.	Failed to arrive		2 00
May 9, 1873	Albemarle.	N. C.	do		5 58
May 8, 9, 10, 1873	South Boston Depot.	N. C.	do	}	1 56
May 8, 9, 10, 1873	Black Walnut.	N. C.	do		
May 8, 1873	Milton.	N. C.	do		1 43
May 13, 1873	Danville.	N. C.	do		3 21
May 8, 1873	Greenaborough.	N. C.	do		6 30
May 8, 1873	Yanceyville.	N. C.	do	}	
May 14, 24, 1873	Madison.	N. C.	do		8 49
May 29, 1873	Mount Airy.	N. C.	do		2 78
May 7, 1873	Madison.	N. C.	do		
May 10, 1873	Ridgeway.	N. C.	do		1 52
May 8, 22, 1873.	Nebraska.	Va.	do		28 86
April 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30; May 2, 5, 7, 9, 12, 16, 19, 27, 29, 26, 28, 30, 1873.	Bonsacks.	Va.	do		
May 9, 12, 1873	Culpeper.	Va.	do	}	2 04
May 9, 12, 1873	Homeland.	Va.	do		
May 9, 13, 1873	Paw-Paw.	Va.	Failed to arrive; came 63 miles.		3 52
April 12, 15, 19, 22, 26, 29; May 3, 6, 10, 13, 17, 20, 24, 27, 31, 1873.	Strasburgh.	Va.	Failed to arrive; came to Capon Road Station.		2 10
May 9, 1873	Moorefield.	Va.	Failed to arrive		1 69
Month of May, 1873	Saint Louis.	Mo.	13 arrivals due		201 90
April 7, 10; May 9, 1873.	Kirkville.	Mo.	Failed to arrive		6 75
May 7, 1873	Macon City.	Mo.	do	}	2 88
May 10, 1873	Economy.	Mo.	do		
April 14, 1873	Shonestown.	Mo.	do		5 72
April 15, 1873	Queen City.	Mo.	do		
May 9, 1873	Millan.	Mo.	do		1 73
From June 13 to 30, 1873.	Between Unionville and Cincinnati.	Mo.	Failed to perform service		19 87
April 7; May 5, 1873.	La Plata.	Mo.	Failed to arrive	}	6 90
May 13, 1873	Sticklerville.	Mo.	do		
June 9, 1873	Gallatin.	Mo.	do	}	4 46
June 10, 1873.	Bethany.	Mo.	do		
April 30, 1873	Savannah.	Mo.	do		10 38
June 10, 1873.	Grant City.	Mo.	do		3 49
June 9, 1873	Maryville.	Mo.	do		
April 8, 1873	Clarksville.	Mo.	do	}	1 88
April 9, 1873	Auburn.	Mo.	Failed to arrive; traveled 15 miles.		
April 8; May 9, 27, 1873.	Troy.	Mo.	Failed to arrive		6 81
June 9, 1873	do	Mo.	do		5 56
April 7; June 9, 1873	Lost Branch.	Mo.	do		10 40
Quarter ending June 30, 1873.	Loutre Island.	Mo.	Failed to supply		
May 9, 13, 16, 1873	Mexico.	Mo.	Failed to arrive.		9 93
May 19, 1873	do	Mo.	do		7 36
April 10, 19; May 20, 1873.	Paris.	Mo.	do		
April 8, 11; May 9, 1873.	Readsville.	Mo.	do		6 24
May 9, 1873.	Fulton.	Mo.	do		

*Fines imposed on contractors and deduction.*

WEEK ENDING SATURDAY,

No. of route.	Terminal of route.	Contractor's name.	Annual compensation.	Half-trip.
10613	Fulton to Columbia.....	R. H. T. Gatewood.....	\$793 00	\$2 54
10644	Linn to Dixon.....	L. Zeverly.....	429 50	4 12
10645	Osage City to Koeltstown.....	G. H. Bardman.....	595 00	2 26
10647	Cedar City to Columbia.....	H. L. Benape.....	1, 136 84	1 22
10649	Jefferson City to Tuscumbia.....	J. G. Lurton.....	1, 399 50	2 24
10652	Tuscumbia, Crocker, Wayneville.....	William Z. Burton.....	796 90	\$168, 0 71
10652	do.....	do.....		
10652	do.....	do.....		
10652	Tuscumbia to Richland.....	Joseph Patterson.....	1, 317 00	2 11
10655	Clarksburg to Piagah.....	Peter Brown.....	195 00	62
10655	do.....	do.....		
10656	Bunceton to Pilot Grove.....	William Babbitt.....	250 00	80
10658	do.....	do.....		
10661	Tipton, Versailles, Linn Creek.....	C. Clark.....	1, 164 81	\$100, 1 71
10676	Lexington to Pleasant Hill.....	William McCormack.....	901 00	2 22
10679	Clinton to Osceola.....	Belcher & Cruce.....	1, 344 83	2 15
10679	do.....	do.....		
10685	Osceola to Stockton.....	R. F. and W. C. Kennedy.....	270 00	2 15
10695	Centreville to Van Buren.....	Barnes & Dickson.....	766 67	3 62
10696	Centreville to Knolia.....	G. J. Carty.....	188 00	1 20
10702	Salem to Eminence.....	S. J. Reynolds.....	797 00	3 23
10706	Arlington to Houston.....	Valentine Sutton.....	400 00	3 24
10711	Houston to Gainesville.....	S. J. Reynolds.....	536 50	5 13
10713	Eminence to Russell's Hill.....	Barnes & Dickson.....	150 00	1 44
10713	do.....	do.....		
10716	Thomasville to Rockbridge.....	E. F. Hynes.....	569 00	5 47
10718	Hartville to Rockbridge.....	Joseph Gardner.....	650 00	3 12
10718	do.....	do.....		
10724	Bolivar to Greenfield.....	H. M. Vaile.....	690 03	2 21
10724	do.....	do.....		
10731	Springfield to Forsyth.....	J. H. Shon.....	1, 100 00	3 52
10732	Springfield to Pryor's Store.....	John E. Phelps.....	416 16	4 00
10734	Pryor's Store to Ava.....	William C. Lowery.....	124 50	1 19
10734	do.....	do.....		
10735	Springfield to Hartville.....	H. M. Vaile.....	950 00	4 56
10738	Forsyth to Gainesville.....	J. C. Brown.....	432 00	4 15
10738	do.....	do.....		
10739	Forsyth to Cassville.....	do.....	464 00	4 46
10739	do.....	do.....		
10742	Mount Vernon to Ash Grove.....	John E. Phelps.....	290 00	2 74
10756	Neosho to Bentonville, Ark.....	H. M. Vaile.....	1, 125 00	3 69
10761	Saint Genevieve to Jackson.....	J. W. Fulenwider.....	1, 392 00	4 46
10770	Poplar Bluff to Pochahontas.....	C. L. Wall.....	2, 687 42	4 30
10770	do.....	do.....		
10771	Pilot Knob to Centreville.....	G. J. Carty.....	674 00	2 16
10774	Perryville to Fredericktown.....	Henry C. Foster.....	1, 100 00	1 76
10777	Jackson to Greenville.....	L. T. Hollis.....	800 00	3 24
10777	do.....	do.....		
10783	Bloomfield to Poplar Bluff.....	S. J. Reynolds.....	515 27	2 47
10793	Rolla to Salem.....	William P. Williams.....	360 00	1 15
10793	do.....	do.....		
10794	Paris to Shelbina.....	Daniel Wyman.....	350 00	1 12
10794	do.....	do.....		
10802	Quincy to Stockton.....	John A. Kennedy.....	245 00	2 35
10805	Greenfield to Checo, Kans.....	H. M. Vaile.....	933 82	4 51
10817	Breckenridge to Tinney's Grove.....	Josiah Owen, jr.....	364 00	1 75
10814	Des Arc to Marble Hill.....	James Bennett.....	632 16	3 07
10814	do.....	do.....		
10818	Albany to Leon, Iowa.....	H. M. Vaile.....	2, 277 90	3 65
10825	Versailles to Boney.....	Henry W. Anderson.....	300 00	2 22
10836	Liberty to Paradise.....	James A. Griffith.....	458 46	2 20
10836	do.....	do.....		
10858	Taborsville to Pleasanton.....	H. M. Vaile.....	1, 532 34	4 91
10858	do.....	do.....		
10905	Carrollton to Waverly.....	U. E. Fisher.....	563 00	2 25
10905	do.....	do.....		
10909	Cave Pump to Black Oak Point.....	William T. Jordan.....	122 52	1 75
10921	Forsyth to Arno.....	William O. Stephen.....	294 00	2 22
10921	do.....	do.....		

made from their pay, &amp;c.—Continued.

AUGUST 2, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
May 13, 1873	Fulton	Mo.	Wet mail	\$5 00	
April 7, 1873	Dixon	Mo.	Failed to arrive		\$4 12
April 8, 1873	Koeltstown	Mo.	do.		2 86
April 8, 9, 10; May 19, 1873	Cedar City	Mo.	do.		7 28
April 9, 1873	Tuscumbia	Mo.	do.		2 24
April 9, 1873	do	Mo.	do.		
April 8, 11, 1873	Crocker from Tuscumbia	Mo.	do.		
Apr. 2, 9, 10, 12, 14, 15, 16, '73	Crocker from Wayneville	Mo.	do.		15 68
Apr 2, 9, 10, 11, 12, 14, 15, 16, '73	Wayneville	Mo.	do.		
April 15, 1873	Richland	Mo.	do.		2 11
April 8, June 10, 1873	Clarksburgh	Mo.	do.		2 48
April 8; June 10, 1873	Flagah	Mo.	do.		
April 8, 1873	Bunceton	Mo.	do.		1 60
April 8, 1873	Pilot Grove	Mo.	do.		1 71
April 9, 1873	Linn Creek	Mo.	do.		2 88
May 9, 1873	Lexington	Mo.	do.		
April 8, 1873	Clinton	Mo.	do.		4 30
April 8, 1873	Osceola	Mo.	do.		2 59
April 5, 1873	Stockton	Mo.	do.		3 68
April 8, 1873	Centerville	Mo.	do.		12 88
April and May, 1873	Between Edgehill and Kaolin	Mo.	Failed seven trips on 134 miles.		
April 9, 1873	Eminence	Mo.	Failed to arrive		3 83
June 8, 1873	Arlington	Mo.	do.		3 84
April 2, 9, 1873	Gaineville	Mo.	do.		10 30
April 9, 1873	Eminence	Mo.	do.		2 88
April 9, 1873	Russel's Hill	Mo.	do.		5 47
April 8, 1873	Rockbridge	Mo.	do.		6 94
April 9, 1873	Hartville	Mo.	do.		16 57
April 11, 1873	Rockbridge	Mo.	do.		
April 7, 9, 11; May 19, 1873	Bolivar	Mo.	Failed to arrive; traveled 20 miles April 7, 8 miles May 26, and 20 miles June 10.		
April 2, 10, 12; May 27; June 10, 1873	Greenfield	Mo.	Failed to arrive		7 04
May 9, 16, 1873	Forsyth	Mo.	do.		4 00
April 8, 1873	Pryor's Store	Mo.	do.		2 38
May 9, 1873	do	Mo.	do.		4 56
May 9, 1873	Ava	Mo.	do.		8 30
April 8, 1873	Hartville	Mo.	do.		13 38
April 9, 1873	Forsyth	Mo.	do.		2 78
April 8, 1873	Gaineville	Mo.	do.		3 60
April 10; May 17, 1873	Forsyth	Mo.	do.		8 92
May 16, 1873	Cassville	Mo.	do.		34 40
April 10, 1873	Ash Grove	Mo.	do.		4 32
April 8, 1873	Neosho	Mo.	do.		5 28
April 9; May 2, 1873	Jackson	Mo.	do.		15 36
April 7, 8, 9, 11, 1873	Poplar Bluff	Mo.	do.		2 47
June 2, 3, 4, 27, 1873	Pocahontas	Mo.	do.		2 30
April 9, 23, 1873	Pilot Knob	Mo.	do.		7 84
April 8, 9; June 20, 1873	Perryville	Mo.	do.		2 35
May 1, 1873	Jackson	Mo.	do.		4 51
April 8; May 2, 23, 1873	Greenville	Mo.	do.		3 50
April 12, 1873	Bloomfield	Mo.	do.		6 14
April 9, 1873	Rolla	Mo.	do.		3 65
April 8, 1873	Salem	Mo.	do.		2 88
April 9, 11; May 9, 19, 1873	Paris	Mo.	do.		4 20
April 9; May 9, 19, 1873	Shelbina	Mo.	do.		
April 5, 1873	Stockton	Mo.	do.		19 64
April 9, 1873	Checo	Mo.	do.		
April 8; May 10, 1873	Breckenridge	Mo.	do.		3 80
April 8, 1873	Des Arc	Mo.	do.		1 75
April 11, 1873	Marble Hill	Mo.	do.		5 64
Jan. 8, 1873	Leon	Mo.	do.		
April 11, 1873	Verailles	Mo.	do.		
April 11, 22, 1873	Paradise	Mo.	do.		
May 9, 19, 1873	do	Mo.	Failed to arrive; traveled 18 and 11 miles.		
April 8, 10, 1873	Taberville	Mo.	Failed to arrive		
April 7, 11, 1873	Pleasanton	Mo.	do.		
April 7, 8, 1873	Carrollton	Mo.	do.		
April 7, 14, 1873	Waverly	Mo.	do.		
May 26, 1873	Cave Pump	Mo.	do.		
April 8, 1873	Forsyth	Mo.	do.		
April 9, 1873	Arno	Mo.	do.		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-year
10934	Lebanon to Bolivar .....	Harrison Attaway .....	\$2,190 00	\$3 50
10935	Springfield, Greenfield, Stockton .....	S. E. Pollard .....	2,610 44	\$3 07, 2 21
10941	Boonville to Glasgow .....	H. M. Valle .....	900 00	2 88
10946	Lebanon to Waynesville .....	C. C. McMillan .....	416 00	2 00
10946	do .....	do .....		
10953	Albany to Pattonsburgh .....	John D. Culbertson .....	900 00	1 44
10953	do .....	do .....		
10954	Albany to Maryville .....	U. E. Fisher .....	1,175 00	3 76
10954	do .....	do .....		
13917	Fort Abercrombie to Fort Totten .....	Blakely & Carpenter .....	2,566 85	24 63
13917	do .....	do .....		
14740	Crescent City to Port Orford, Oreg. ....	James F. Denny .....	1,900 00	19 26
14740	do .....	do .....		
14741	Crescent City to Waldo .....	Horace Gasquet .....	2,600 00	12 50
14741	do .....	do .....		
14777	Oroville to Taylorville .....	R. E. Garland .....	3,750 00	18 00
16629	Salt Lake City to Ophir .....	L. D. Young .....	4,000 50	6 41
17016	Hamilton to Montezuma .....	Daniel Witter .....	2,260 00	10 00
5114	Rockford to Nuckollaville .....	John G. Burrus .....	263 00	2 53
5114	do .....	do .....		
5120	Salem, Madison, Reidaville .....	B. F. Foy .....	1,692 96	22 52, 1 54
5120	do .....	do .....		
5120	do .....	do .....		
5121	Salem to Jonesville .....	A. R. Poindexter .....	274 00	2 63
5127	Lexington, Mocksville, Statesville .....	W. A. Heitman .....	340 00	3 26
5128	Lexington to Ashborough .....	George Fritts .....	2,000 00	1 92
5131	Salisbury to Huntsville .....	William W. Long .....	734 00	2 32
5147	Wadesborough, Kendall's, Wadesborough .....	William I. Patrick .....	170 00	1 63
5155	Buffalo Paper-Mills to Rutherfordton .....	John McAllen .....	690 30	99
5154	Shelby to Spartanburgh .....	J. L. Eskridge .....	297 00	2 85
5158	Shelby, Dallas, Shelby .....	Pinckney Rollins .....	190 00	1 22
5166	Rutherfordton to Spartanburgh .....	John McAllen .....	219 00	2 10
5172	Newton, South Point, Newton .....	Ann C. Campbell .....	393 00	3 77
5178	Mocksville to Elkin .....	J. M. Burgess .....	169 00	1 62
5181	Huntsville to Elkin .....	Thomas Haynes .....	299 00	1 43
5181	do .....	do .....		
5182	Hamptonville to Taylorville .....	J. J. Mott .....	140 00	1 34
5182	do .....	do .....		
5183	Hamptonville to Wilkesborough .....	L. C. Johnson .....	298 00	1 43
5185	Wilkesborough to Mouth of Wilson .....	James F. Wood .....	245 00	2 35
5185	do .....	do .....		
5186	do .....	George Sturgill .....	225 00	2 16
5186	do .....	do .....		
5186	Wilkesborough to Jefferson .....	William W. White .....	531 00	1 70
5186	do .....	do .....		
5192	Burnsville to Elizabethton .....	P. Williams .....	227 00	2 75
5192	do .....	do .....		
7523	Judsonia to Batesville .....	Newell & Botsford .....	490 00	4 61
7523	do .....	do .....		
7544	Powhatan to Sharp's Cross-Roads .....	John H. Rogers .....	625 00	4 69
7544	do .....	do .....		
7557	Beebe Station to Springfield .....	A. B. Gaylor .....	442 00	4 27
7557	do .....	do .....		
7564	Marshall to Dover .....	James A. Ham .....	494 50	4 75
7573	Whiteville to Bennett's River .....	John W. Smith .....	248 00	2 85
7573	do .....	do .....		
7574	Jasper to Huntsville .....	A. C. Phillips .....	338 00	3 26
7576	Clarksville to Harrison .....	Alex. F. Davis .....	580 00	5 57
7576	do .....	do .....		
7615	Rockport to Center Point .....	R. S. Van Wey .....	1,300 00	13 50
7615	do .....	do .....		
7665	Cut-Off to Poplar Bluff .....	John W. Robertson .....	475 00	4 57



made from their pay, &amp;c.—Continued.

AUGUST 2, 1872, INCLUSIVE—Cont'd.

Date of delivery.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 7, 8, 10, 1873	Bolivar	Mo.	Failed to arrive		\$10 50
April 8, 1873	Springfield	Mo.	do		3 07
June 27, 1873	Glasgow	Mo.	do		2 68
April 24, 1873	Lebanon	Mo.	do		8 00
April 9, 12, 16, 1873	Waynesville	Mo.	do		
May 6, 1873	Pattonsburgh	Mo.	Failed to take the mail		6 04
From Feb. 15 to 24, 1873	Havana	Mo.	Failed to supply		
April 17; May 3; June 10, 1873	Albany	Mo.	Failed to arrive		
April 16; May 2, 19; June 9, 1873	Maryville	Mo.	do		26 32
January 3, 17, 24, 31; February 28; March 7, 14, 21, 1873	Fort Abercrombie	Dak.	do		
January 3, 10, 17, 24; February 7, 14, 28; March 31, 1873	Fort Totten	Dak.	do		304 88
April 2, 1873	Crescent City	Cal.	do		
April 5, 1873	Port Orford	Cal.	do		36 52
March 12, 1873	Crescent City	Cal.	do		
March 4, 1873	Waldo	Cal.	do		25 00
February 7, 14, 1873	Taylorville	Cal.	do		26 00
April 7, 1873	Salt Lake City	Utah	do		6 41
May 14, 21, 1873	Montezuma	Colo.	do		20 00
May 9, 1873	Rockford	N. C.	Failed to arrive; went 7 miles.		6 73
May 1, 1873	Nuckollsaville	N. C.	Failed to arrive		
April 2; May 7, 9, 1873	Salem	N. C.	do		
May 7, 8, 9, 1873	Madison	N. C.	do		14 21
May 2, 3, 1873	Reidsville	N. C.	do		
May 3, 1873	Jonesville	N. C.	do		2 63
May 14, 1873	Lexington	N. C.	Failed to arrive; went 12 miles.		4 94
May 10, 1873	do	N. C.	Failed to arrive		1 92
May 7, 1873	Huntville	N. C.	do		2 32
May 8, 1873	Kendall's	N. C.	do		1 63
May 1, 8, 1873	Rutherfordton	N. C.	Failed to arrive; came next day.	\$1 00	
May 7, 1873	Shelby	N. C.	Failed to arrive		4 30
May 3, 1873	do	N. C.	do		1 44
May 6, 1873	Rutherfordton	N. C.	do		2 10
May 2, 9, 1873	South Point	N. C.	Failed to arrive; traveled 46 miles.		1 20
May 2, 1873	Mocksville	N. C.	Failed to arrive		1 62
May 9, 1873	Huntville	N. C.	do		
May 13, 1873	Elkin	N. C.	do		2 86
May 9; June 24, 1873	Hamptonville	N. C.	do		
May 10, 1873	Taylorville	N. C.	do		4 02
June 23, 1873	Wilkesborough	N. C.	do		1 43
May 12, 1873	do	N. C.	do		
May 2; June 20, 1873	Mouth of Wilson	N. C.	do		7 05
May 9, 1873	Wilkesborough	N. C.	do		
May 3, 1873	Mouth of Wilson	N. C.	do		4 32
May 8, 10, 1873	Wilkesborough	N. C.	do		
May 7, 9, 1873	Jefferson	N. C.	do		6 80
May 8, 1873	Burnsville	N. C.	Failed to depart		
May 10, 1873	do	N. C.	Failed to arrive		5 50
May 7; April 30, 1873	Judsonia	Ark.	do		
May 8, 1873	Batesville	Ark.	do		13 83
April 14, 1873	Powhatan	Ark.	do		
April 15, 1873	Sharp's Cross-Roads	Ark.	do		8 18
June 16, 1873	Springfield	Ark.	Failed to depart		
June 18, 1873	do	Ark.	Failed to arrive		8 54
April 18, 29, 1873	Dover	Ark.	Failed to arrive and depart		28 50
April 1, 1873	Bennett's River	Ark.	Failed to arrive		50 96
May and June, 1873	do	Ark.	8 round-trips lost		
April 11, 25, 1873	Huntville	Ark.	Failed to arrive		6 52
April 2, 9; May 7; June 11, 1873	Clarksville	Ark.	do		32 42
April 11; June 14, 1873	Harrison	Ark.	do		
May 12, 1873	Rockport	Ark.	Failed to depart		
May 21, 1873	do	Ark.	Failed to arrive		25 00
May 19, 29, 1873	Cut-Off	Ark.	do		9 14

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
8033	Trinity to Tooley's.....	T. A. Routon.....	\$450 00	\$4 32
8033	.....do.....	.....do.....		
8049	Vernon to Arcadia.....	Garrett L. Arledge.....	319 00	3 07
8099	Vernon to Winfield.....	Brott & Johnson.....	700 00	6 73
8099	.....do.....	.....do.....		
8101	Lake Providence to Floyd.....	.....do.....	300 00	2 88
5194	Burnsville to Marion.....	Squire O. Deaver.....	194 00	1 86
5198	Hendersonville to Casher's Valley.....	S. T. Featherston.....	430 00	4 13
5198	.....do.....	.....do.....		
5199	Asheville to Murphey.....	Squire O. Deaver.....	2,498 00	2 00
5203	Marshall to Greeneville.....	Hiram B. Phillips.....	945 00	2 35
5203	.....do.....	.....do.....		
5208	Waynesville to Valleytown.....	A. L. Cooper and M. B. Crisp.....	408 00	3 92
5210	Casher's Valley to Clayton.....	Hoses Bumgarner and P. McCall.....	245 00	2 35
5210	.....do.....	.....do.....		
5213	Charlotte to Statesville.....	Atlantic, Tennessee and Ohio Railroad Co.....	1,938 00	3 10
5213	.....do.....	.....do.....		
5216	Manson to Clarksville.....	Armistead King.....	624 00	2 00
5233	Taylorsville to Lenoir.....	Rufus W. Mundy.....	94 93	91
5233	.....do.....	.....do.....		
5245	Raleigh to Roxborough.....	S. W. Young.....	480 00	4 61
5249	Franklin to Chilhowee.....	J. J. Calhoun.....	484 00	4 75
7534a	Little Rock to Fort Smith.....	J. T. Chidester.....	11,869 00	28 13
8007b	Brashear to New Iberia.....	James B. Price.....	12,500 00	20 63
8614c	Linden, Randolph, Walnut Hill.....	W. B. Hicks.....	750 00	7 21

WEEK ENDING SATURDAY

671	New Bedford to Edgartown.....	M. Lawrence.....	\$2,000 00	\$3 30
716	Winfield, Tolland, Sandisfield.....	W. W. Bacon.....	637 00	\$1 00, 0 10
716	.....do.....	.....do.....		
719	Chester Depot to Great Barrington.....	W. E. Boies.....	677 44	1 07, 0 53
10023	Taylorsville to Abingdon.....	William W. White.....	1,176 00	1 82
10030	Kingsport to Jonesborough.....	Samuel Crabtree.....	299 00	1 43
10032	Warm Springs to Greenville.....	J. M. Sawyers.....	3,408 00	2 76, 5 39
10032	.....do.....	.....do.....		
10037	Rogersville to Jonesville.....	George C. Bradley.....	390 00	1 25
10037	.....do.....	.....do.....		
10042	Savierville to Casher's Valley.....	J. S. Conner.....	464 00	4 46
10048	Maynardsville to Jacksborough.....	David Branson.....	208 50	2 01
10055	Jacksborough to Whitley Court-House..	George W. Sprout.....	280 00	2 09
10064	Kingston to Warthburgh.....	J. S. Fritts.....	380 00	1 73
10067	Clinton to Jamestown.....	Robert Boyd.....	497 00	4 77
10068	Huntsville to Whitley Court-House.....	Madison A. Jones.....	235 00	2 16
10069	Huntsville to Jamestown.....	John M. Cordell.....	149 00	1 43

<sup>a</sup> Remit \$19.07, the fine imposed January 13, (report January 18, 1873.) The postmaster on either side condition.

<sup>b</sup> Remit \$60.09, the deduction ordered July 15, (report July 19, 1873.) it appearing from the statement Iberia May 8 and 9, 1873, could not have been performed without great danger and the probable destruction.

<sup>c</sup> Remit \$7.21, the deduction ordered April 28, (report May 3, 1873.) it appearing from affidavit of

**AUGUST 2, 1873, INCLUSIVE—Cont'd.**

**AUGUST 9, 1873, INCLUSIVE.**

of Clarksville certifies that mail during January, 1873, was delivered to their offices in reasonable good of commander of military forces at Saint Martinsville that the trips due at Brashear May 10 and New tion of the mails, &c.  
Thomas Orr that the mail was delivered by affiant to Linden on schedule-day, February 27, 1873.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
10070	Jamestown to Albany, Ky.....	Robert Boyd.....	\$219 00	\$2 10
10109	Gainesborough to Cellina.....	James Young.....	115 00	1 10
10113	Carthage to Gainesborough.....	James M. Johnson.....	625 00	2 00
10119	Smithville to Sparta.....	Samuel Black.....	393 00	1 09
10119	do.....	do.....		
10122	Stringtown to Liberty.....	W. W. and M. A. Price.....	786 13	3 75
10122	do.....	do.....		
10132	Shelbyville to Corneraville.....	James L. Reed.....	670 00	2 47
10133	Shelbyville to Petersburg.....	John M. Lund.....	156 00	1 50
10136	Tullahoma to Fayetteville.....	John D. Marshall.....	750 00	2 40
10150	Columbia to Lewisburgh.....	Thomas S. Collins.....	140 00	1 37
10151	Columbia to Centreville.....	Benjamin B. McLeary.....	620 00	2 63
10151	do.....	do.....		
10152	Columbia to Waynesborough.....	A. M. Hughes.....	1, 100 00	5 22
10163	Jackson to Scott's Hill.....	W. G. Rhodes.....	750 00	3 00
10155	Columbia to Perryville.....	A. M. Hughes.....	1, 600 00	7 69
10164	Waynesborough to Purdy.....	J. P. Williams.....	1, 100 00	5 22
10173	Clarksville to Hopkinsville.....	D. A. Wilkins.....	425 00	2 04
10173	do.....	do.....		
10211	Lawrenceburgh to Florence.....	W. W. and M. A. Price.....	400 00	3 04
10223	Bolivar to Stanton Depot.....	Andrew J. Harris.....	725 00	2 32
10223	do.....	do.....		
12031	Indianapolis to Waverley.....	Thomas Brooker.....	1, 322 31	2 12
12035	Edinburgh to Shelbyville.....	Daniel Cummins.....	494 00	1 52
12036	Monrovia to Quincy.....	W. W. Caveness.....	349 50	1 12
12048	Bowling Green to Brazil.....	D. A. Baker, jr.....	393 00	63
12074	Medora to Elkinsville.....	William Maples.....	225 00	2 16
12076	Seymour to Nashville.....	L. D. Whitson.....	300 00	2 08
12121	Paoli to Leavenworth.....	John C. Haskins.....	204 00	1 96
12128	Livonia to Haysville.....	William Braxton.....	293 00	2 21
12128	do.....	do.....		
12189	Shelbyville to Morristown.....	D. A. Baker, jr.....	138 00	1 33
12211	Portland to New Bremen.....	Thomas M. Ash.....	600 00	2 08
12211	do.....	do.....		
12227	Anderson to Jonesborough.....	D. A. Baker, jr.....	798 00	2 56
12230	Elwood to Shilville.....	Thomas Jennings.....	156 00	1 50
12233	Arcadia to Elwood.....	Samuel Hendrickson.....	150 00	1 44
12273	Sedan to Orland.....	Jonathan Hall.....	315 00	1 51
12286	Goshen to La Grange.....	Charles F. Butterfield.....	260 00	2 50
12306	La Fayette to Middle Fork.....	Albert Wade.....	800 00	2 56
12306	do.....	do.....		
12319	La Porte to Hanna Station.....	D. A. Baker, jr.....	294 00	1 41
12319	do.....	do.....		
12335	Williamsport to Pine Village.....	David Ogburn.....	400 00	1 26
12378	Rochester to Kiwanza.....	R. H. McCleave.....	249 00	1 20
12420	Muncie to Ridgeville.....	William H. Blake.....	550 00	1 76
12431	New Corydon to Geneva.....	C. P. Bestou.....	296 00	40
8514	Houston to Sandy Point.....	C. H. Day.....	450 00	4 42
8514	do.....	do.....		
8514	do.....	do.....		
8525	Helena to Yorktown.....	William Pickett.....	600 00	1 90
8525	do.....	do.....		

made from their pay, &amp;c.—Continued.

AUGUST 9, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
May 2, 1873		Tenn	Failed over 20 miles of route.		\$3 00
April 2, 1873		Tenn	Failed over 14 miles of route.		1 49
May 2, 1873		Tenn	Failed over 21 miles of route.		3 11
April 6, 13, 1873	Smithville	Tenn	Failed to depart	}	5 67
April 22, 1873	do	Tenn	Failed to arrive		
May 1, 1873	Stringtown	Tenn	do		
May 3, 1873	Liberty	Tenn	do		
June 23, 25, 27, 1873	Shelbyville	Tenn	do		
June 13, 1873	do	Tenn	Failed to depart		1 50
Dec. 20, 1872	Fayetteville	Tenn	Failed to arrive		2 40
March 9, 1873	Between Silver Creek and Columbia.	Tenn	Failed over 11 miles of route.		1 37
May 1, 1873	Between Duck River and Columbia.	Tenn	Failed over 17 miles of route.	\$5 00	2 63
May and June, 1873	Santa Fe	Tenn	Failed to supply		
Feb. 19; May 1, 1873		Tenn	Failed over 43 miles of route.		16 22
May 17, 1873		Tenn	Failed to carry one tie-sack of papers.	3 60	
May 1, 1873	Columbia	Tenn	Failed to arrive		7 69
Jan. 16; Feb. 13; March 20, 1873.	Waynesborough.	Tenn	do		15 84
April 1, 4, 8, 11, 15, 18, 22, 1873	Clarksville	Tenn	do	}	33 52
April 3, 7, 10, 14, 17, 21, '73.	Hopkinsville	Tenn	do		
May 1, 1873	Lawrenceburgh	Tenn	do		
June 19, 1873	Bolivar	Tenn	do		
June 20, 1873	Stanton Depot	Tenn	do		
June 11, 1873	Waverly	Ind	Failed to arrive, (carelessness.)	3 00	
June 20, 1873		Ind	Failed totally		3 16
April 9, 1873	Monrovia	Ind	Failed to arrive		1 12
April 9, 1873		Ind	Failed totally		2 32
May 23, 1873		Ind	Failed over 15 miles of route.		1 60
April 11, 1873	Seymour	Ind	Failed to arrive	5 00	2 68
Month of June, 1873		Ind	Failed to arrive in schedule time.		
Jan. 23, 1873	Between Paoli and Livonia.	Ind	Failed on 10 miles of route	}	4 60
Jan. 17, 1873	Between Paoli and Haysville.	Ind	Failed on 30 miles of route		
May 10, 1873	Shelbyville	Ind	Failed to arrive		
Jan. 17, 1873		Ind	Failed totally	}	8 64
Feb. 3, 1873	Portland	Ind	Failed to arrive		
April 10, 1873		Ind	Failed totally		5 12
April 11, 1873	Elwood	Ind	Failed to arrive		1 50
April 12, 19, 1873		Ind	Failed totally		5 76
April 11, 1873		Ind	do		3 02
April 11, 1873		Ind	Failed over 16 miles of route.		3 08
April 2, 10, 1873	Between La Fayette and Rossville.	Ind	do	}	7 53
April 9, 1873	Between Rossville and Middle Fork.	Ind	Failed over 17 miles of route.		
Jan. 2, 1873		Ind	Failed over 11 miles of route.		
March 26, 1873		Ind	Failed over 17½ miles of route.		4 24
April 10, 1873		Ind	Failed totally		2 56
April 9, 1873	Rochester	Ind	Failed to arrive		1 50
April 11, 1873	Albany	Ind	do		1 76
April 9, 10, 11, 1873		Ind	Failed totally		2 94
May 5, 1873	Sandy Point	Tex.	Failed to depart	}	11 39
May 6, 1873	do	Tex.	Failed to arrive		
June 17, 24, 1873	do	Tex.	do		
April 14; June 4, 6, 1873.	Helena	Tex.	do		7 00
June 4, 1873	Yorktown	Tex.	do		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
8551	Alleytown to Brenham .....	F. P. Sawyer .....	\$1,303 00	\$4 18
8551	do .....	do .....		
8573	Brenham to Navasota .....	Louis Kratz .....	1,092 00	3 50
8614	Linden to Randolph .....	W. B. Hicks .....	750 00	1 21
8618	Quitman to Jefferson .....	Wheeler & Bratcher .....	1,600 00	7 67
8618	do .....	do .....		
8675	Kaufman to Waxahatchie .....	M. P. Knowles .....	600 00	5 77
8675	do .....	do .....		
8675	do .....	do .....		
8579	Navasota to Montgomery .....	P. A. Smith .....	700 00	3 36
9196	Cleveland to Copley .....	Rufus Haywood .....	948 00	3 00
9200	Jefferson to Geneva .....	Ansel Udell .....	500 00	75
9352	Sciotoville to Ironton .....	T. S. Campbell .....	1,300 00	2 08
9352	do .....	do .....		
9391	Kalida to Harmer .....	S. Melvin .....	104 00	1 00
12564	Detroit to Sault de Ste. Marie .....	J. T. Whiting .....	1,600 00	14 80
12564	do .....	do .....		
12665	Battle Creek to Athens .....	Olmsted & Kimberly .....	226 00	72
12665	do .....	do .....		
12775	Greenville to Stanton .....	Jos. J. Sheaver .....	590 00	20
12775	do .....	do .....		
12839	Detroit, Port Huron Station, Mackinaw .....	John Pridgeon .....	*10 00	5 00
12839	do .....	do .....		
12862	Hancock to Rockland .....	Jeremiah Crowin .....	2,800 00	4 50
12862	do .....	do .....		
12867	Cheboygan to Alpena .....	Alfred Watson .....	590 00	10 50
12867	do .....	do .....		
486	West Townsend, Jamaica, and Factory Point .....	Emery Knowlton .....	673 00	\$0 38, 1 39
486	do .....	do .....		
7524	Clarksville to Fort Smith .....	J. T. Chidester .....	9,011 50	14 44
7390	Fort Smith to Pierce City .....	F. P. Sawyer .....	15,213 00	24 32
7601	Washington to Rocky Comfort .....	James R. Hudson .....	699 00	6 72
11204	Anamosa to Quasqueton .....	Theodore Burrhus .....	337 00	3 24
11324	Fort Dodge to Clarion .....	Harrison Hayden .....	572 00	2 75
11324	do .....	do .....		
11325	Fort Dodge to Algona .....	A. E. Haskell and J. C. Cheney .....	1,238 00	1 92
11336	Dennison to Storm Lake .....	Martin Conroy .....	2,356 00	7 55
11332	Emmittsburg to Spirit Lake .....	Haskell & Cheney .....	933 84	2 99
11332	do .....	do .....		
2590	Colebrookville and Long Swamp .....	T. Barto .....	250 00	20
2676	Northumberland and New Berlin .....	M. J. Philbin .....	600 00	96
2676	do .....	do .....		
2738	Honesdale and Herriek Centre .....	W. R. McLaury .....	1,094 00	1 73
2738	do .....	do .....		
2741	Honesdale and Damascus .....	do .....	574 00	1 53
2742	Pleasant Mount and Stockport Station .....	do .....	397 00	1 94
2820	Jersey Shore and Morris .....	N. George .....	499 00	2 33
2821	Jersey Shore and Antrim .....	do .....	1,118 00	3 57
2845	Wrightsville and Castle Fin .....	Dinan & Rausay .....	757 00	2 42
2941	Loretto and Smith's Mills .....	R. Haywood .....	748 00	

\* Per round trip.

made from their pay, &amp;c.—Continued.

AUGUST 9, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
June 7, 1873.....	Alleytown... A...	Tex.....	Failed to arrive.....	}	\$16 72
June 2, 4, 16, 1873.....	Brenham.....	Tex.....	do.....		
June 6, 16, 1873.....	do.....	Tex.....	do.....		7 00
May 20, 27, 1873.....	Walnut Hill.....	Tex.....	do.....		14 42
May 4, 8, 11, 15, 18, 22, 25, 29; June 3, 7, 10, 14, 17, 21, 24, 28, 1873.....	Quitman.....	Tex.....	do.....	}	
May 5, 9, 12, 16, 19, 23, 26, 30; June 2, 6, 9, 13, 16, 20, 23, 1873.....	do.....	Tex.....	Failed to depart.....		237 77
May 23, 1873.....	Kaufman.....	Tex.....	Failed to arrive.....		
May 23, 1873.....	Ennis.....	Tex.....	do.....		34 62
June 13, 20, 1873.....	do.....	Tex.....	Failed to arrive and depart.....	}	
May 6, 20, 23, 27, 30; June 3, 13, 17, 20, 27, 1873.....	Montgomery.....	Tex.....	Failed to arrive; lost but 6 miles on each of first 6 failing trips.....		17 47
April 17, 24, 1873.....	Copley.....	Ohio.....	Failure to arrive.....		6 00
April 8, 9, 1873.....	Geneva.....	Ohio.....	do.....		1 50
April 15, 1873.....	Sciotoville.....	Ohio.....	do.....	}	8 32
April 15, 17, 18, 1873.....	Ironton.....	Ohio.....	do.....		
April 11, 14, 1873.....	Kalida.....	Ohio.....	do.....		2 00
May and June, 1873.....	Detroit.....	Mich.....	Failure to arrive respectively 4 and 3 times.....		
May and June, 1873.....	Sault de Ste. Marie.....	Mich.....	Failure to arrive 2 and 3 times.....	\$50 00	177 00
May 27, 29, 31, 1873.....	Battle Creek.....	Mich.....	Failure to arrive.....	}	5 00
May 24, 27, 29, 31, 1873.....	Athens.....	Mich.....	do.....		
April 18; May 17, 19, 20, 21, 22, 23, 26, 28, 30, 1873.....	Greenville.....	Mich.....	do.....		15 20
April 18; May 17, 20, 21, 22, 23, 26, 28, 30, 1873.....	Stanton.....	Mich.....	do.....		
May and June, 1873.....	Detroit.....	Mich.....	Failure to arrive respectively 8 and 4 times.....	}	57 50
May and June, 1873.....	Mackinaw.....	Mich.....	Failure to arrive respectively 7 and 4 times.....		
April 17, 29, 1873.....	Hancock.....	Mich.....	Failed to arrive.....		27 00
April 7, 9, 19, 29, 1873.....	Rockland.....	Mich.....	do.....		
May, 1st and 2d weeks, 1873.....	Cheboygan.....	Mich.....	do.....	}	31 50
May, 1st week in, 1873.....	Alpena.....	Mich.....	do.....		
April 3, 18, 1873.....	Jamaica.....	Vt.....	do.....		5 94
April 4, 11; May 2, 1873.....	Factory Point.....	Vt.....	do.....		
Aug. 3, 1873.....	Van Buren.....	Ark.....	Wet mail.....	10 00	
Aug. 3, 1873.....	do.....	Ark.....	do.....	10 00	
Jan. 28, Feb. 4, 11, 26; Mar. 4, 11, 1873.....	Rocky Comfort.....	Ark.....	Failed to arrive.....		47 04
April 8.....	Quasqueton.....	Iowa.....	do.....	}	3 24
April 8, 10, 1873.....	Fort Dodge.....	Iowa.....	do.....		
April 3, 8, 10; May 30, 1873.....	Clarion.....	Iowa.....	do.....		16 50
Quarter ending June 30, 1873.....	do.....	Iowa.....	For general bad service; for failures to supply, &c.....	10 00	
May 22, 1873.....	Dennison.....	Iowa.....	Failed to arrive.....	}	7 55
May 22, 24, 1873.....	Emmitsburgh.....	Iowa.....	do.....		
Month of April, 1873.....	Etherville.....	Iowa.....	Failed to arrive and irregular service.....		5 00
April 12; May 22, 1873.....	Long Swamp.....	Pa.....	Failed to arrive.....		1 60
April 7, 8, 1873.....	New Berlin.....	Pa.....	do.....	}	2 88
April 8, 1873.....	Northumberland.....	Pa.....	do.....		
April 7, 9, 11, 14, 1873.....	Honesdale.....	Pa.....	Failed to depart.....		
April 8, 10, 12, 15, 1873.....	do.....	Pa.....	Failed to depart and arrive.....		14 00
April 7 and May 7, 1873.....	Damascus.....	Pa.....	Failed to arrive.....		3 66
April 9, 1873.....	Pleasant Mount.....	Pa.....	do.....		1 90
April 4, 5, 8, 9, 22, 23, 1873.....	Between Morris and English Centre.....	Pa.....	do.....		5 22
April 2, 9, 16, 23, 1873.....	Jersey Shore.....	Pa.....	do.....		14 32
May 14, 1873.....	Wrightsville.....	Pa.....	do.....		2 42
April 24, 1873.....	Between Saint Augustin and Smith's Mills.....	Pa.....	Failed over 15 miles of route.....		3 00

## FINES AND DEDUCTIONS.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
3050	Cowdersport and Ceres .....	R. H. McCleave .....	\$723 55	\$2 31
3050	do .....	do .....		
3054	Cowdersport to Sinnamahoning .....	J. E. Kemp .....	900 00	2 32
3054	do .....	do .....		
3067	Westport and Kettle Creek .....	N. George .....	507 00	2 72
3067	do .....	do .....		
3067	do .....	do .....		
3067	do .....	do .....		
3086	Curwinstown and Grant .....	R. Haywood .....	1,205 00	3 26
3086	Curwinstown to Grant .....	do .....	1,205 00	3 26
3102	Phillipston and Clarion .....	Jos. Evans .....	899 00	1 44
3103	Foxburgh and Harrisville .....	R. H. McCleave .....	497 00	1 39
3110	Caledonia and Driftwood .....	L. Winslow .....	650 00	2 04
3111	Saint Mary's and Clearfield .....	R. Warner .....	1,100 00	3 52
3119	Ridgeway and Tylersburgh .....	R. H. McCleave .....	799 00	2 54
3115	Tionesta and Panther Rock .....	William Clark .....	350 00	1 62
3115	do .....	do .....		
3116	Tionesta and Pleasantville .....	R. H. McCleave .....	349 00	2 23
3118	Warren and Stearnburgh .....	B. Kent .....	778 00	2 49
3118	do .....	do .....		
3118	do .....	do .....		
3118	do .....	do .....		
3127	Trunkville and Fagundus .....	J. E. Kemp .....	350 00	1 36
3142	Butler and Parker's Landing .....	C. Scripture .....	1,188 00	1 90
3143	Butler and North Hope .....	R. H. McCleave .....	638 40	
3187	Meadville and Riceville .....	R. Haywood .....	711 00	2 27
7514	Helena to Whitley .....	John W. Guerrant .....	2,043 00	6 55
7532a	Gainsville to Bloomfield .....	John G. Lockheart .....	1,190 00	5 72
7658b	Rocky Comfort to Cove .....	James R. Hudson .....	749 00	7 24
7661c	Rocky Comfort to New Boggy Depot .....	do .....	3,390 00	22 59

WEEK ENDING SATURDAY.

2764	Tunkhannock to Montrose .....	J. Rittispaugh .....	\$845 00	\$1 35
2769	Mehopany to Towanda .....	J. W. Halstead .....	623 00	1 99
2771	Laceyville to Rush .....	C. H. Newman .....	300 00	96
2774	Wyalusing to Dushore .....	P. Bowles .....	235 00	1 12
2779	Wyalusing to Montrose .....	J. L. Runyon .....	1,470 00	2 35
2780	Wyalusing to Herriek .....	B. W. Camp .....	239 60	78
2783	Towanda to Le Raysville .....	J. W. Parks .....	896 00	1 41
2799	Tioga to Columbia Cross-Roads .....	W. Adams .....	497 00	1 59

a Remit \$11.44, the fine imposed July 19, 1873, it appearing from statement of contractor, and also open the mail-bags, and consequently the contractor is not liable for failure to supply said office.

b Remit \$93.62, the deduction ordered May 10, 1873, it appearing from certificate of postmaster at 31, 1873.

c Remit \$228.13, being the balance of deduction ordered April 19, 1873, it appearing from statement of against route 7601, and not against this route.



*made from their pay, &c.*—Continued.

AUGUST 9, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 7, 9, 11, 1873.....	Between Ceres and Shingle House.	Pa.....	Failed to perform service		\$7 53
April 10, 12, 1873.....	Cowdersport.....	Pa.....	Failed to arrive		
April 1, 4, 8, 11; May 6, 1873.....	do.....	Pa.....	do.....		
April 2, 5, 9, 12; May 3, 1873.....	Sinnamahoning	Pa.....	do.....		23 20
April 1, 4, 8, 11; May 6, 1873.....	Kettle Creek.	Pa.....	do.....		
April 2, 9, 12, 1873.....	Westport.....	Pa.....	do.....		
April 22, 1873.....	Between Hamersley Fork and Kettle Creek.	do.....	do.....		24 30
April 23, 1873.....	do.....	do.....	Failed to depart.....		
Mar. 14, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 31; April 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 14, 15, 17, 19, 20, 23, 24, 26, 29; May 1, 3, 6, 8, 10, 13, 15, 17, 20, 22, 24, 27, 29, 31, 1873.	New Washington.	Pa.....	Failed to supply.....	\$24 00	
April 25, 30, 1873.....	Grant.....	Pa.....	Failed to arrive.....		7 72
April 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 22, 23, 24, 25, 26, 28, 29, 30; May 1, 2, 3, 5, 6, 7, 8, 9, 10, 14, 15, 16, 17, 1873.	Phillipston.....	Pa.....	Failed to connect.....	11 40	
April 1, 1873.....	Driftwood.....	Pa.....	Failed to perform trip.....		3 19
April 9, 11, 1873.....	Clearfield.....	Pa.....	Failed to arrive.....		4 16
April 10; June 19, 1873.....	Clearfield.....	Pa.....	do.....		7 04
April 8, 1873.....	Tylersburgh.....	Pa.....	do.....		3 84
April 7, 1873.....	Panther Rock.....	Pa.....	do.....		3 36
April 2, 1873.....	Tionesta.....	Pa.....	do.....		4 46
April 3, 8, 1873.....	Warren.....	Pa.....	Failed to perform service.....		
April 7, 9, 11, 1873.....	Steamburgh.....	Pa.....	Failed to arrive.....		
April 17, 19, 1873.....	do.....	Pa.....	do.....		
April 14, 1873.....	Between Warren and Corydon.	do.....	do.....		15 61
April 15, 1873.....	do.....	do.....	Failed to depart.....		
April 7, 8, 9, 1873.....	Butler.....	Pa.....	Failed to perform trips.....		3 36
April 23, 1873.....	Butler.....	Pa.....	Failed to arrive.....		1 90
May 3, 1873.....	North Hope.....	Pa.....	Wet and damaged mail.....	5 00	
April 10, 1873.....	Riceville.....	Pa.....	Failed to arrive.....		2 27
May 17, 22, 24, 29, 31; June 3, 7, 12, 14, 19, 21, 26, 28, 1873.	Whitley.....	Ark.....	Failed to arrive and depart.....		170 30

AUGUST 16, 1873, INCLUSIVE.

Apr. 2, 20, 1873.....	Montrose.....	Pa.....	Failed to arrive.....		\$2 70
Apr. 4, 10, 1873.....	Melchoopany.....	Pa.....	do.....		3 98
Quarter ended June 30, 1873.	Rush.....	Pa.....	Failed to arrive on schedule days.	\$5 00	
May 3, 1873.....	Wyalusing.....	Pa.....	Failed to arrive and depart; failed on 10 miles.		1 61
May 14, 1873.....	Bet'n Montrose and Rushville.	Pa.....	Failed to perform service on 14 miles.		2 39
June 24, 1873.....	do.....	Pa.....	Failed to perform service on route.		1 52
Apr. 1, 23, 1873.....	Le Raysville.....	Pa.....	Failed to arrive.....		2 86
Apr. 1, 19, 1873.....	Columbia X Roads.	Pa.....	do.....		3 18

from postmaster at Gainesville, that the postmaster at Big Creek is not supplied with a new key to Rocky Comfort that service was regularly performed and offices supplied during quarter ending March postmaster at Rocky Comfort that the failures charged against this route should have been charged

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Terminal of route.	Contractor's name.	Annual compensation.	Half-trip.
2806	Middlebury Centre to Westfield.....	S. Pierce.....	\$260 00	\$1 25
2823	Waterville to Liberty .....	C. A. Clark .....	312 00	3 00
2823	do .....	do .....		
2833	Selin's Grove to Mifflinburg .....	B. F. Crouse .....	278 00	1 33
2833	do .....	do .....		
2838	Mifflintown to Selin's Grove .....	L. W. Holmes .....	945 00	1 51
2838	do .....	do .....		
2838	do .....	do .....		
2838	do .....	do .....		
2868	York to State Hill.....	J. W. Wise .....	598 00	1 91
2889	Chambersburgh to Bedford .....	Barclay & Shoemaker .....	2, 865 00	4 59
3045	West Bingham to West Bingham .....	S. P. Tarbox .....	425 00	1 36
3042	Sharpburgh to Saxenburgh .....	P. Burtner .....	424 00	2 03
3042	do .....	do .....		
3046	Brookland to Wellsville .....	F. Van Buren .....	400 00	1 28
3046	do .....	do .....		
3047	Coudersport to Wellsville .....	W. Van Buren .....	250 00	80
3047	do .....	do .....		
3051	Burtville to Ceres .....	I. Burt .....	174 00	83
3051	do .....	do .....		
3052	Coudersport to Port Alleghany .....	D. F. Glassmire .....	450 00	72
3055	Coudersport to Germania .....	J. M. Bassett .....	800 00	2 36
3055	do .....	do .....		
3080	Clearfield to Clarion .....	James Evans .....	2, 299 00	3 68
3080	do .....	do .....		
3091	Brookville to Ridgeway .....	J. C. Morehead .....	547 00	87
3091	do .....	do .....		
3096	Stanton to Smicksburgh .....	J. Montgomery, sr .....	340 00	1 63
3107	Clarion to Tionesta .....	H. A. T. Loomis .....	799 00	2 56
3120	Warren to Busti .....	P. Braley .....	375 00	1 20
3120	do .....	do .....		
13560	Forestville to Preston .....	Simeon G. Rathbone .....	337 50	54
13587	Minnesota Lake to Mankato .....	Almond B. Davis .....	775 00	2 48
13589	Mankato to Minnesota Lake .....	do .....	240 00	2 30
13590	Mankato to Delavan Station .....	do .....	596 00	5 73
13611	New Ulm to Redwood Falls .....	Blakely & Carpenter .....	1, 125 00	3 60
13613	Fort Ridgely to Montevideo .....	John A. Nichols .....	2, 041 00	6 54
13613	do .....	do .....		
13613	do .....	do .....		
13623	Saint Charles to Plainview .....	Henry Ash .....	247 00	79
13623	do .....	do .....		
13804	Willmar to Lake Johanna .....	Thomas Thompson .....	312 00	3 00
13829	Minnesota Lake to Well .....	John A. Nichols .....	297 00	
6412	Tallahassee to Thomasville .....	Andrew De Coursey .....	450 00	4 32
6483	Blountstown to Abes Spring .....	John Reed .....	181 00	1 74
13026	Oshkosh to New London .....	William B. Mumbrue .....	1, 200 00	3 85
14101	Avonia to Quenemo .....	Thomas P. Jackson .....	475 00	2 23
14120	Minneapolis to Waterville .....	J. A. D. & F. M. Frasell .....	1, 196 00	5 75
2501	Pittsburgh to Greensborough .....	A. Jacobs .....	6, 011 25	9 67

made from their pay, &amp;c.—Continued.

AUGUST 16, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Apr. 22, 1873	Westfield	Pa	Failed to arrive		\$1 25
Apr. 4, 1873	Waterville	Pa	Failed to perform service on route.		6 00
Apr. 5, 1873	Liberty	Pa	do		
Apr. 15; May 10, 1873	Betw'n Kratzerville and Mifflinburg.	Pa	Failed to perform service on 10 miles.		4 37
Apr. 22, 1873	Mifflinburg	Pa	Failed to arrive.		
Apr. 3, 1873	Mifflintown	Pa	do		3 02
Apr. 18, 1873	Selin's Grove	Pa	do		
Apr. 1, 2, 8, 9, 12, 17, 18, 23, 25; May 7, 8, 21, 22, 30; June 10, 13, 17, 18, 19, 20, 1873.	Mifflintown	Pa	Failed to connect.		
Apr. 1, 2, 3, 8, 14, 21, 22, 24, 25, 26; May 1, 7, 22, 23; June 5, 1873.	Selin's Grove	Pa	do	\$10 50	
Apr. 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29; May 1, 3, 6, 8, 10, 13, 15, 17, 20, 22, 24, 27, 29, 31; June 3, 5, 7, 10, 12, 14, 17, 19, 21, 24, 26, 28, 1873.	Slate Hill	Pa	Failed to arrive at connecting time.	19 50	
May 23; June 25, 1873	Bedford	Pa	Failed to arrive		4 59
Apr. 8, 1873		Pa	Failed to perform service on 29½ miles.		1 80
Apr. 7, 14, 1873	Sharpsburgh	Pa	Failed to arrive.		8 12
Apr. 8, 15, 1873	Saxenburgh	Pa	do		
Apr. 8, 1873	Brookland	Pa	do		3 84
Apr. 7, 9, 1873	Wellsville	Pa	do		
Apr. 7, 9, 1873	Coudersport	Pa	do		2 40
Apr. 10, 1873	Wellsville	Pa	do		1 66
Apr. 8, 12, 1873	Cerva	Pa	do		
June 11, 1873	Burtville	Pa	Wet mail.	3 00	
Apr. 7, 8, 9, 10, 12, 1873		Pa	Failed to perform service		7 20
Apr. 1, 5, 8, 10, 12, 17, 26, 73	Coudersport	Pa	Failed to arrive.		33 28
Apr. 4, 7, 9, 11, 16, 25, 1873.	Germania	Pa	do		
Apr. 3, 5, 7, 1873	Clearfield	Pa	do		14 72
Apr. 10, 1873	Clarion	Pa	do		
Apr. 1, 26, 1873	Ridgeway	Pa	Failed to depart.		2 61
Apr. 25, 1873	do	Pa	Failed to arrive.		1 63
Apr. 5, 1873	Smicksburgh	Pa	do		
Apr. 9, 1873	Tionesta	Pa	Wet mail.	5 00	
Apr. 2, 7, 23, 1873	Warren	Pa	Failed to arrive.		4 80
Apr. 21, 1873	Busti	Pa	do		3 24
Apr. 16; May 1, 19, 21, 23, 29, 1873.	Forestville	Minn	do		
From Jan. 1 to Apr. 22, 1873.	Sherman and other offices.	Minn	Refused to supply	34 33	
Apr. 7, 14; May 26, 1873	Mankato	Minn	Failed to arrive.		6 90
May 26, 1873	do	Minn	do		5 73
May 27, 29, 1873	Redwood Falls	Minn	do		7 90
Apr. 15, 17, 1873	Fort Ridgely	Minn	do		19 62
Apr. 4, 1873	Montevideo	Minn	do		
Apr. 2, 7, 9, 11, 14, 18, 21, 23, 1873.	Redwood Falls	Minn	do	4 32	
Apr. 14, 16, 21; May 21, 23, 26, 1873.	Saint Charles	Minn	Failed to arrive, and for negligence, &c.	7 11	7 11
Apr. 2, 9, 21, 1873	Plainview	Minn	do		
Quarter ended June 30, 1873.	Wilmar and Norway Lake.	Minn	Irregular service	10 00	
Quarter ended June 30, 1873.	Minnesota Lake	Minn	Failed to perform service on schedule time.	10 00	
Apr., 1873	Bot. Tallahassee and Thomasville.	Fla	Failed to perform service on 3 trips.		25 92
From July 1, 1873, to June 30, 1873.	Blountstown to Abe's Spring.	Fla	Failed to perform service		181 00
Aug. 8, 1873	Oshkosh	Wis	Lost pouch overboard from steamer.	15 00	
May 26, 29, 1873	Avonia	Kans	2 failures to arrive and neglect.	4 46	4 46
May 3, 21, 26; June 6, 16, 23, 27, 1873.	Minneapolis	Kans	Failed to arrive.		40 25
May 3, 1873	Millborough	Pa	Failed to supply.	1 50	

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
2544	Peters' Creek to Peach Bottom .....	R. M. Lynch .....	\$294 00	\$0 94
2545	Columbia to Safe Harbor .....	John Clark .....	250 00	80
2552	Lancaster to Honey Brook .....	A. F. Sweigart .....	787 00	1 28
2687	Centralia to Ashland .....	H. Trough .....	240 00	19
2697	Conyngham to Berwick .....	H. J. Yaple .....	289 00	92
2709	Wilkesbarre to Nanticoke .....	M. J. Philbin .....	498 00	79
2722	Stroudsburg to Port Jervis .....	A. E. Crook .....	1, 825 00	2 92
2736	Honesdale to Moscow .....	S. Allen .....	1, 175 00	1 38
2748	Montrose Depot to Ararat .....	H. Sweet .....	675 00	1 08
2908	Three Springs to Sipe's Mills .....	J. Mellott .....	108 00	1 04
2909	Orbisonia to McConnellsburgh .....	W. Polk .....	361 00	1 15
2953	Somerset to Johnstown .....	Picking, Snyder & Parsons .....	933 00	1 49
2955	Somerset to West Newton .....	P. J. Kessler .....	1, 950 00	3 12
3532	White Hall to Peach Bottom .....	N. H. Bull .....	998 00	1 59
3569	Chestertown to Greensborough .....	Jones & Rodrock .....	1, 295 00	2 07
3569	do .....	do .....		
3619	Adamstown to Barnesville .....	M. G. Carr .....	325 00	
3640	Georgetown, D. C., to Seneca, Md. ....	W. H. Ritter .....	150 00	96
14445	Columbus to Hammond .....	Michael Welsh .....	1, 011 00	4 88
14446	Columbus to Donap .....	J. H. Needham .....	652 00	6 28
14461	Ulysses to Schnyler .....	John Gillbanks .....	455 00	4 37
14466	Blair to Logan's .....	Benjamin F. Philbrick .....	221 00	
14470	Norfolk to Menominee .....	Charles F. Leavitt .....	690 00	
14483	Nebraska City to Seward .....	J. N. Convers, superintendent Mid. Pac. Railroad.	4, 205 00	
8073a	Washington to Holmesville .....	James H. Millsapangh .....	404 00	1 94
11525b	New Bedford to Wyand .....	William Martin .....	200 00	57

WEEK ENDING SATURDAY.

7099	West Point to Houston .....	William Mixon .....	\$725 00	\$3 4-
7166	Paulding to Ellisville .....	M. Hanley .....	375 00	3 60
7166	do .....	do .....		
7209	Oxford to Tyro .....	C. W. Smith .....	350 00	3 36
7209	do .....	do .....		
14487	Ulysses to Osceola .....	Ireland Brothers .....	224 00	2 15
14487	do .....	do .....		
7109	Greensborough to Pontotoc .....	H. S. Brooks & Co. ....	1, 456 00	7 00
7109	do .....	do .....		
3436	Daysborough to Frankford .....	W. J. Parkhurst .....	240 00	77
1580c	Dunkirk to Titusville .....	Dunkirk, Warren and Pittsburgh Railroad Co.	4, 558 00	7 30

a Remit \$5.92, being deduction ordered July 21, 1873, (report July 26, 1873,) it appearing that but one master at Washington, who refused the mail to the carrier.

b Remit \$1.94, being deduction ordered July 24, 1873, (report July 26, 1873) contractor having failed.

c Remit \$152.32, the deduction made July 22, (report July 26, 1873,) it appearing that the failures were

made from their pay, &c.—Continued.

AUGUST 16, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Apr. 1, 2, 8, 12, 1873	Between Safe Harbor and Highville.	Pa	Failed to perform service.		\$3 76
Apr. 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 1873.		Pa	Failed to perform service on 2 miles.		3 77
Apr. 2; May 5, 1873.		Pa	Failed to arrive and depart on 12 miles.		2 32
Apr. 1, 2, 16, 17, 18, 1873		Pa	Failed to perform 8 trips.		3 04
Apr. 16, 1873	Milford	Pa	Failed to perform service.		1 84
Apr. 8, 1873		Pa	do		1 58
Apr. 2, 9, 1873		Pa	Failed to arrive.		2 38
Apr. 8, 1873		Pa	do		1 88
Apr. 1, 3, 5, 8, 9, 10, 11, 15, 16, 18, 21, 23, 26, 1873.	Betw'n Jackson and Ararat.	Pa	Failed to perform service.		7 28
May 9, 1873		Pa	Failed to perform service on 15 miles.		1 07
May 8, 1873	Between Oriskania and Fort Littleton.	Pa	Failed to perform service.		1 34
Quarter ending June 30, 1873.	Somerset	Pa	Failed to arrive on contract time.	\$10 00	
Apr. 3, 1873	West Newton.	Pa	Failed to arrive.		3 12
Apr. 1, 1873	Peach Bottom.	Pa	do		1 59
May 8, 1873	Greensborough.	Md.	do		4 14
May 22, 1873	Cheestertown.	Md.	do		1 48
May 10, 13, 1873	Adamstown.	Md.	Failed to perform service on 9 miles.		4 80
Weeks ending Apr. 19; May 24, 30; June 21, 28, 1873.			Failed to perform 1 trip each week.		
June 2, 1873	Hammond	Nebr.	Failed to arrive.		4 85
May 6, 13, 20, 27; June 3, 10, 17, 1873.	Norfolk	Nebr.	do		43 52
May 26, 1873	Schuyler.	Nebr.	do		4 37
From Aug. 16, 1871, to Apr. 26, 1873.	Washington, Post-Office.	Nebr.	Failed to supply.		74 97
Quarter ending June 30, 1873.	Smithland and Bow Valley.	Nebr.	Irregularities and neglect	10 00	
From May 1 to June 30, 1873.	Bet. Lincoln and Seward.	Nebr.	Failed to furnish car for conveyance of mails.		54 46

AUGUST 23, 1873, INCLUSIVE.

May 6, 1873	Houston	Miss.	Failed totally on 6 miles.		\$1 13
May 2, 1873	Paulding	Miss.	Failed to arrive.		10 80
May 3; June 27, 1873.	Ellisville.	Miss.	do		
April 29; May 7, 1873.	Oxford	Miss.	do		19 24
April 29; May 14, 1873.	Tyro	Miss.	do		
April 16, 23, 30, 1873	Ulysses.	Nebr.	Irregular service.		
Quarter ending March 30, 1873.	Ulysses and Osceola.	Nebr.	do	\$5 00	6 45
June 16, 24, 1873	Greensborough.	Miss.	Failed to arrive, and totally on 32 miles.		20 40
June 12, 1873.	Pontotoc	Miss.	do		
From July 1, 1872, to July 1, 1873.	Between Frankford & Roxana.	Del.	Failed to perform service.		57 60

round trip was lost, and that through misapprehension of an order from the Department by the postmaster evidence that service was performed April 23, 1873, the result of the Department having failed to provide route-agents on the route.

*Fines imposed on contractors and deductions*

## WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
2840	Port Royal to Shade Gap.....	B. F. Cronae.....	\$993 00	\$ 12
2840	.....do.....	.....do.....		
2840	.....do.....	.....do.....		
2840	.....do.....	.....do.....		
4157	Winfield (via Hnr. Bridge) to Hamlin ...	John Thomas Harbor.....	465 88	\$1 22, 1 64
7148	Raymond to Port Gibson.....	F. M. Cooley.....	800 00	7 69
4294	Winfield to Scott's Depot.....	Fleming T. Hughes.....	360 00	57
4294	.....do.....	.....do.....	360 00	57
4151a	Wayne Court-House to Warfield, (Ky)...	Goodwin Adkins.....	400 00	3 24
9640b	Olive Hill to Quincy.....	William Clark, Jr.....	175 00	1 64
10173c	Clarksville to Hopkinsville.....	D. A. Wilkins.....	425 00	2 04

## WEEK ENDING SATURDAY.

5693	Graham's Turnout to Buford's Bridge....	John H. Dixon.....	\$318 00	\$2 10
9698	Paris to Clintonville.....	John W. Reed.....	191 62	62

## WEEK ENDING SATURDAY.

6115d	Homeraville to Jacksonville.....	Erie Edwards.....	\$395 00	\$5 73
6781e	Clayton to Meduoy.....	Emly Laird.....	341 08	1 63
14088f	Coyville to Thayer.....	James A. Hawkes.....	685 00	2 19

## WEEK ENDING SATURDAY.

10989g	West Plains to Mountain Home, Ark....	R. P. Ellison and Y. E. Mc-Clendon.	\$452 00	.....
6616h	Opelika to Dadeville.....	Savannah and Memphis Railroad Company.	1, 376 10	\$2 21
8561i	Austin to Burnet.....	James Tyson.....	1, 778 00	8 54

## WEEK ENDING SATURDAY.

153j	Temple Mills to Stark.....	I. H. Edwards.....	\$335 00	\$1 67
10223k	Bolivar to Stanton Depot.....	Andrew J. Harris.....	725 00	2 32
14107l	Line to Coyville.....	James A. Hawkes.....	290 00	2 76

a Remit \$3.24, being deduction ordered July 24, 1873, it appearing that the trip of May 3, 1873, was  
b Remit \$3.36, being deduction ordered July 28, 1873, it appearing that the postmaster at Grayson  
c Remit \$7, being part of deduction ordered August 1, 1873. In consequence of a clerical error, by  
d Remit \$5.44, being part of deduction ordered July 12, 1873, the carrier certifying that the failure to  
e Remit \$9.78, being deduction ordered July 12, 1873, the order to resume service on this route having  
f Remit \$171.25, being deduction ordered May 22, 1873, satisfactory evidence having been furnished  
route, and from there properly served throughout the entire route.  
g Contractors refuse to supply "Yankee Doodle" and fail to offer explanation therefor. Suspect  
h Remit \$49.50 of deduction ordered July 10, (report July 12, 1873.) The pay allowed the Savannah  
stead of \$45, as stated, making the amount of pay \$917.40.  
i Remit \$23.99 of the deduction ordered July 22, (report July 26, 1873,) it appearing that but 24 miles  
of June, were lost.  
j Remit \$1.07 of the deduction of \$3.21, reported to Auditor July 26, 1873. Postmaster at Stark says  
k Remit \$4.64 of the amount deducted May 26, (report May 31, 1873,) it appearing from evidence that  
l Remit \$72.50, the deduction made May 22, (report May 24, 1873,) evidence having been received that  
from the fact the mail arrived at and left Coyville for this route with the mail for another route, which  
14107, &c.

made from their pay, &c.—Continued.

AUGUST 30, 1873, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
April 3, 17; May 1, 3, 6, 13, 15, 20, 27, 1873.	Noosville from Port Royal.	Pa .....	.....	\$18 40	.....
April 4; May 2, 5, 12, 14, 19, 26, 1873.	Noosville from Shade Gap.	Pa .....	Failed to supply .....		
April 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30; May 2, 5, 7, 9, 21, 23, 26, 30; June 2, 30, 1873.	Noosville .....	Pa .....	Failed to take mail for Port Royal .....		
April 4; May 2, 5, 12, 14, 19, 26, 1873.	.....do .....	Pa .....	Failed to take mail for Shade Gap .....		
May 3, 1873 .....	Hamlin .....	W. Va .....	Failed to arrive .....		\$1 08
Quarter ended June 30, 1873.		Miss .....	Failed totally .....		200 00
Dec. 15 to 31, 1872 .....		W. Va .....	Failed to perform service .....		15 65
Jan. 1 to 18, 1873 .....		W. Va .....	.....do .....		18 00
.....		.....	.....		
.....		.....	.....		

SEPTEMBER 6, 1873, INCLUSIVE.

Quarter ending June 30, 1873.	S. C. ....	Failed to perform service .....	\$54 50
June 13, 1873 .....	Ky .....	Failed totally .....	1 24

SEPTEMBER 13, 1873, INCLUSIVE.

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SEPTEMBER 20, 1873, INCLUSIVE.

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SEPTEMBER 27, 1873, INCLUSIVE.

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performed.  
 erred in reporting the failure on this route.  
 which \$33.52 was deducted instead of \$26.52.  
 reach Jacksonville was caused by high water in river, two miles from Jacksonville.  
 been "from June 15, 1873," instead of "June 5, 1873."  
 that the mail for the first quarter of 1873 was carried from Coyville to Graystone post-office on another

pay.  
 and Memphis Railroad Company from November, 1872, for 6 times a week service, was \$30 per mile in-  
 of the trips to Austin, of the 3d and 6th of June, and 9 miles of the trips to Burnet, of the 1st and 8th

no failure occurred June 26, 1873.  
 service was performed to within 1 mile of Bolivar February 11 and 13, 1873.  
 the reports of the postmaster at Coyville that there was never any service on this route, originated  
 was run by the same contractor, and was so carried between Coyville and the first post-office on route

## FINES AND DEDUCTIONS.

*Fine imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
14143a	Atchison to Sargent .....	Atchison, Topeka and Santa Fe Railroad Co.	\$43,675 00	.....
14466b	Blair to Logan .....	Benj. F. Philbrick .....	221 00	.....
8063	Keatchie to Nacogdoches .....	Peterson & Surle .....	1,019 00	\$2 7

WEEK ENDING SATURDAY

6414	Bainbridge to Apalachicola .....	Samuel J. Whiteside .....	\$11,500 00	\$35 28
6616	Opelika to Dadeville .....	Savannah and Memphis Railroad Company.	917 49	1 45
6616	do .....	do .....		
8578	Centreville to Bryan .....	W. D. Kittle .....	1,400 00	8 6
8680	San Antonio to Beeville .....	do .....	1,400 00	13 46
6480	Okahumka to Pine Level .....	W. H. Gleason .....	1,309 00	14 48
6480	do .....	do .....	183 31	(Extension) 3 77
8158	Blanco to Sisterdale .....	James Tyson .....	393 00	
8558	do .....	do .....		
8561	Austin to Burnet .....	do .....	1,778 00	8 54
26c	North Anson to Solon .....	Richard Casewell .....	130 00	20
7590d	Pierce City to Fort Smith .....	F. P. Sawyer .....	15,213 00	24 2
7590e	do .....	do .....	15,213 00	24 2
8335f	San Antonio to Laredo .....	William Votua .....	1,730 00	16 62
7573g	Whitesville to Bennett's River .....	John M. Smith .....	245 00	2 2
7584h	Fayetteville to Saint Paul .....	Wilson Shreve .....	300 00	2 2
14446i	Columbus to Donop .....	J. H. Needham .....	652 00	6 26

WEEK ENDING SATURDAY.

4653	Loudoun to Prospect Hill .....	Anna Sackett .....	\$330 00	\$1 05
6231	Glenville to Enfaula .....	D. C. Whiting .....	245 00	2 5
7590	Pierce City to Fort Smith .....	F. P. Sawyer .....	15,213 00	24 2
2085	Donaldsonville to Terrebonne .....	Peterson & Surle .....	2,632 30	\$4 68, 1 24
8004	Clinton to Port Hudson .....	George A. Neafus .....	630 00	2 02
8006	Vicksburg to New Orleans .....	G. L. Kouns .....	19,980 00	96 06
8033	Trinity to Tooley's .....	T. A. Routon .....	450 00	4 22
8033	do .....	do .....		
8068	Alexandria to Harrisonburgh .....	do .....	1,300 00	6 24
8100	Homer to Eldorado .....	James M. McDade .....	649 00	6 24
8100	do .....	do .....		
8103	New Orleans to Grand Isle .....	George F. Brott .....	2,300 00	11 65
8047	Columbia to Winfield .....	John W. McCord .....	875 00	4 20
8069	La Grange to Antioch .....	M. J. Cary .....	150 00	1 44
8007	Brashear to Saint Martineville .....	James B. Price .....	70 58	
8007	do .....		17,657 00	29 62
9603j	Evansville to Cairo, Ill .....	W. F. Nisbet .....	15,000 00	24 04

a Remit \$495.60 of the amount deducted May 22, (report May 24, 1873,) evidence having been received the failure was only as follows: From January 16 to February 16, no service was put on the extension 1873, daily service was put on the extension: thus the deduction should have been \$743.40 instead of

b Remit \$74.97, the deduction made August 15, (report August 16, 1873,) evidence having been received, the postmaster there had no mail-key and could not exchange mail at his office, and the contractor c Remit \$3, the deduction reported to Auditor July 26, 1873. Partial service was performed to

d Remit \$20 of the fine ordered July 1, (report July 5, 1873,) it appearing from affidavits of carrier delivered to Van Buren in damaged condition.

e Remit \$10, the fine ordered August 9, (report August 9, 1873,) for above reason.

f Remit \$50.46 of the deduction ordered July 19, (report July 19, 1873,) Contractor made strenuous

g Remit \$47.08 of the deduction ordered August 2, (report August 2, 1873,) postmaster at Whitewater

h Remit \$2.88, the deduction ordered July 24, (report July 26, 1873,) the carrier having made affidavits doubts of correctness of his report.

i Remit \$43.82, the deduction made August 15, (report August 16, 1873,) Contractor could not go complete the trips.

j Remit \$496.46, the amount deducted May 3, (report May 4, 1873,) it appearing from report of post was carried during the time reported.



made from their pay, &c.—Continued.

SEPTEMBER 27 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
July 30, 1873	Kaatchie	La	Failed to arrive		\$9 79

OCTOBER 4, 1873, INCLUSIVE.

Quarter ending June 30; July 2, 1873.		Fla	Failure of 6 half trips and 1 whole trip.		\$443 24
Month of July, 1873.		Ala	Failure of 9 trips.		
Month of August, 1873		Ala	Failure of 7 trips.		
Aug. 7, 14, 21, 1873	Bryan	Tex	Failed to arrive		26 04
July 11, 25, 1873	San Antonio	Tex	do.		26 92
July and August, 1873	Pine Level	Fla	Failure of 6 trips		132 35
Quarter ending Sept. 30, '73			Failure on extension		
July 6, 13, 30, 1873	Blanco	Tex	Failed to arrive		22 62
July 5, 12, 19, 1873	Sisterdale	Tex	do.		8 54
Aug. 1, 1873	Austin	Tex	do.		

OCTOBER 11, 1873, INCLUSIVE.

Sept. 9, 11, 13, 16, 23, 1873	Loudoun	Va	Failed to arrive and depart		\$10 50
Quarter ending Sept. 30, '73		Ala	Failure to perform service		61 25
Sept. 23, 1873	Van Buren	Ark	Mail wet and in damaged condition.	\$5 00	
Sept. 29, 1873	Assumption	La	Wet and entirely de- stroyed mail.	10 00	
Aug. 27; Sept. 1, 3, 26, '73.	Clinton	La	Failed to arrive		8 08
July 9, 1873	New Orleans	La	do.		96 06
July 5, 12, 1873	Trinity	La	do.		12 96
July 4, 1873	Tooley's	La	do.		6 34
Aug. 16, 1873	Harrisonburgh	La	do.		12 48
July 23, 1873	Homer	La	do.		
July 24, 1873	Eldorado	La	do.		132 60
Month of Sept., 1873.	New Orleans	La	Only 2 round trips instead of 8 reported made.		
July 3, 1873	Winfield	La	Failed to arrive		4 20
From Mar. 1, 1873, to Sept. 30, 1874.		Ga	Failed to perform service on extension.		112 67
Month of Sept.; Oct. 1, 2, 3, 4, 1873.	Saint Martins- ville.	La	Failed to put on steam- boat service.	379 99	

that instead of failing to comply with order to extend route from January 16, 1873, to March 31, 1873, and from the latter date to March 16, service was extended three times a week, and from March 16, \$1,239.

ceived that during the period for which the deduction was made for failure to supply Washington post-  
on this route knew this fact.

greater distance and extra cost.

that mails are carried in Concord coaches and protected from weather by leather aprons, and were not

efforts to carry mails during the unprecedented high water between the 2d and 23d of June, 1873.

having certified that contractor performed every trip in the months of May and June, 1873.

that no failure occurred during the month of April, and the postmaster at Fayetteville expressing

through on account of high water, but he ferried the mail over and hired others with their teams to

masters and route-agents that service was performed, although the boats were delayed, yet the mail

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
7504	Memphis to White River.....	Memphis and Vicksburgh Packet Company.	\$2,150 00	\$64 91
7509	White River to Jacksonport.....	Railroad Packet Company	11,800 00	56 73
7509	do.....	do.....		
7505	White River to Vicksburgh.....	B. C. Peterson.....	27,000 00	86 54
7505	do.....	do.....		
7515	Augusta to Brinkley.....	John C. Bryan.....	792 00	3 50
7515	do.....	do.....		
7542	Pocahontas to Pineville.....	Mount & Thompson.....	889 00	2 21
7644	Lake Village to Luna Landing.....	J. T. Chidester.....	485 00	1 53
8031	Red River Landing to Alexandria.....	Peterson & Surls.....	16,818 75	26 35
8031	do.....	do.....		
6614	Opelika to Buffalo.....	Eastern Alabama and Cincinnati Railroad Co.	546 60	5 75
6614	do.....	do.....		
6673	Pikeville to Aberdeen.....	B. D. Haney.....	450 00	4 32
6685	Jacksonville to Ashville.....	John C. Brown.....	498 00	4 72
6688	Ashville to Blountsville.....	do.....	228 60	2 17
6686	Fayette Court-House to Jonesborough.....	M. J. Harris.....	798 76	7 56
6708	Carthage to Greensborough.....	Bird & Hunt.....	920 00	2 94
6716	Talladega to Dadeville.....	J. C. Brown.....	1,174 00	5 64
6717	Talladega to Wedowee.....	Montgomery & Hodges.....	1,050 34	5 04
6735	Marion to Prattville.....	W. W. Finney.....	1,000 00	9 11
6767	Linden to Coffeeville.....	Joseph C. Steele.....	1,040 00	5 04
6777	Prairie Bluff to Coffeeville.....	W. W. Finney.....	1,044 00	10 02
6794	Grove Hill to Linden.....	Jonathan Glass.....	980 00	4 78
6819	Bay Minette to Suggsville.....	Oscar Wilson.....	1,450 00	7 00
6854	Camden to Shiloh.....	H. S. Brooks.....	490 00	4 71
6858	Columbia to Fort Gaines.....	John Napier.....	299 00	2 75
6874	Jacksonville to Kemp's Creek.....	George W. Bartlette.....	675 00	6 50
6879	Jasper to Warrior Station.....	George W. Day.....	311 93	2 89
6907	Tuskegee to Union Springs.....	H. Wilkinson.....	384 00	3 73
6913	Butler to Pleasant valley.....	John Metcalf.....	695 00	6 60
6914	Mount Pleasant to Camden.....	M. J. Harris.....	1,280 00	6 15
3640	Georgetown, D. C., and Seneca, Md.....	W. H. Ritter.....	150 00	8 75
7056	Fulton to Pikeville.....	J. J. Hinds.....	540 00	5 19
7056	do.....	do.....		
8003	Baton Rouge to Livonia.....	D. C. Moulton, president.....	360 00	1 15
7305	White River to Vicksburgh.....	B. C. Peterson.....	27,000 00	86 54
8630	Longview to Dallas.....	F. P. Sawyer.....	7,658 00	21 22
8630	Henderson to Overton.....	N. S. Wheeler.....	1,012 50	1 62
8701	Burkville to Alexandria.....	James B. Price.....	1,740 00	16 73
8701	do.....	do.....		
8526	Corpus Christi to Brownsville.....	F. P. Sawyer.....	14,665 00	46 57
8564	Fredericksburgh to San Saba.....	W. W. Brooks.....	1,000 00	9 81
8565	San Saba to Lampasas.....	do.....	600 00	5 77
8634	San Angustine to Marshall.....	Alexander Leach.....	1,399 00	6 73
8634	do.....	do.....		
8066	Natchitoches to Nacogdoches.....	Peterson & Surls.....	5,350 00	17 14
8067	Alexandria, Natchitoches, Shreveport.....	do.....	13,820 45	44 29
8067	do.....	do.....		
6678	Gordon to Campbellton.....	Emily Laird.....	347 00	3 23
6906	Tusculum to Newburgh.....	A. W. Deranay.....	230 00	2 21

made from their pay, &amp;c.—Continued.

OCTOBER 18, 1873, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
July 13; Aug. 12; Sept. 12, 1873	White River....	Ark....	Failure of 11 half-trips		\$714 01
July 9; Aug. 8; Sept. 8, '73	do	Ark....	Failure of 16 half-trips		1,007 68
July 9; Aug. 8; Sept. 8, '73	Jacksonport....	Ark....	do		
July 13; Sept. 12, 1873	White River....	Ark....	Failure of 8 half-trips		692 32
Sept. 12, 1873	Vicksburgh....	Ark....	do		
July 3, 21, 1873	Augusta....	Ark....	Failed to arrive		11 40
July 22, 1873	Brinkley....	Ark....	do		8 23
July 31, 1873	Pineville....	Ark....	do		1 55
Aug. 27, 1873	Luna Landing....	Ark....	do		
July 15, 30; Aug. 6, 10, 1873	Red River Land- ing.	Ark....	do		269 50
Aug. 1, 3, 6, 7, 10, 13, 1873	Alexandria....	Ark....	do		
Aug. 3, 6, 8, 11, 13, 15, 18, 20, 22, 25, 27, 29, 1873.	do	Ala....	Failure on entire route		41 76
July 1, 3, 5, 9, 10, 12, 15, 17, 19, 22, 26, 31, 1873.	do	Ala....	do		
July 30; Sept. 25, 1873	do	Ala....	do		17 94
Sept. 18, 1873	Jacksonville....	Ala....	Failure to arrive		4 78
July 11; Sept. 26, 1873	Blountsville....	Ala....	do		4 34
Month of July, 1873	do	Ala....	Failure of 3 trips		45 96
Aug. 13, 1873	do	Ala....	Failure on entire route		5 88
July 9, 1873	Talladega....	Ala....	Failure to arrive		5 64
Aug. 4, 7, 11, 18, 21, 1873	do	Ala....	Failure to carry all the mail.	\$10 00	
July 1, 8, 1873	Prattville....	Ala....	Failure to arrive		19 22
Month of August, 1873	do	Ala....	Failure of 3 trips		30 00
Month of September, 1873	do	Ala....	Failure of 1 trip		20 00
July 8; Sept. 12, 16, 1873	Grove Hill....	Ala....	Failure to arrive		14 28
Aug. 29; Sept. 27, 1873	Bay Minette....	Ala....	do		14 00
From July 1 to 10, 1873	do	Ala....	Failure to commence ser- vice.		9 43
Sept. 19, 1873	do	Ala....	Failure of 1 trip		5 74
July 2, 28; Aug. 1, 4, 1873	Kemp's Creek....	Ala....	Failure to arrive		26 00
July 1 to 16, 1873	do	Ala....	Failure to commence ser- vice.		11 96
Quarter ending Sept. 30, 1873.	do	Ala....	Failure on entire route to perform service.		96 00
Quarter ending Sept. 30, 1873.	do	Ala....	do		173 75
July, August, and Sep- tember, 1873.	do	Ala....	Failed on entire route; 15 trips lost, respectively 7, 5, 3 trips.		184 50
July 5; Aug. 23; Sept. 13, 20, 27, 1873.	do	Md....	Failed to perform service; 7 trips lost.		4 80
May 10; July 18, 25; Aug. 1, 8, 13, 22, 29, 1873.	Pikeville....	Miss....	Failed to arrive		
July 18, 25; Aug. 1, 8, 15, 1873.	Fulton....	Miss....	do		67 47
Quarter ending Sept. 30, 1875.	do	La....	Only 2 trips per week, instead of 3.		30 00
Oct. 9, 1873	Brunswick....	Ark....	Refused to land and ex- change mails 2 times.	10 00	
From June 25 to Oct. 6, '73	Colfax....	Tex....	Failure to supply	20 00	
Month of September, 1873	New London....	Tex....	Failure to make but 2 supplies a week.	25 00	
From July 1 to Sept. 3, '73	Alexandria....	Tex....	Failure to commence ser- vice.		309 99
From July 1 to Sept. 12, '73	Burkville....	Tex....	do		
Sept. 24, 1873	Corpus Christi....	Tex....	Wet and damaged mail	10 00	
Sept. 30, 1873	Fredericksburgh....	Tex....	Failed to arrive		9 61
Sept. 28, 1873	San Saba....	Tex....	do		5 77
Aug. 20, 23; Sept. 17, 20, 24, 1873.	San Augustine....	Tex....	do		
July 3, 6, 10, 13, 17, 20, 24, 27, 31; Aug. 3, 7, 10, 14, 17, 21, 24, 28; Sept. 3, 10, 20, 24, 27, 1873.	Marshall....	Tex....	do		181 25
July 31, 1873	Nacogdoches....	La....	do		17 14
July 22; Sept. 1, 1873.	Alexandria....	La....	do		105 36
Sept. 27, 1873	Natchitoches....	La....	do		
From July 1 to 10, 1873	do	Ala....	Failure to commence ser- vice.		13 32
July 2, 8, 1873	do	Ala....	do		8 84

Fines imposed on contractors and deduction

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
6912	Jackson to State Line .....	M. J. Harris .....	\$670 00	\$6 30
6916	Dadeville to Wetumpka .....	J. C. Steele .....	640 00	6 15
12035	Edinburgh to Shelbyville .....	Daniel Cummins .....	494 00	1 58
12151	Vevay to Versailles .....	John Kelley .....	330 00	1 58
12174	Liberty to Brookville .....	Hall McCleave .....	399 00	1 44
12181	Greensburgh to Milroy .....	Luther F. Stewart .....	425 00	68
12181	do .....	do .....		
12182	Greensburgh to Columbus .....	Nathaniel J. Miller .....	543 46	2 41
12189	Shelbyville to Morristown .....	D. A. Baker, Jr. .....	138 00	1 23
12211	Portland to New Bremen .....	Thomas M. Ash .....	644 29	3 10
12230	Elwood to Shilville .....	Thomas Jennings .....	156 00	1 50
12230	do .....	do .....		
12344	Veederburg to Annapolis .....	Hinton Parrott .....	280 00	2 50
12352	Annapolis to Covington .....	do .....	300 00	2 25
6758a	Letohatchie to Lowndesborough .....	D. C. Whitting .....	591 00	1 49
			295 00	21

WEEK ENDING SATURDAY

5093	Graham's Turnout to Beauford's Bridge .....	John H. Dixon .....	\$218 00	\$2 19
8520	Victoria to Hallettsville .....	Robert H. Hicks .....	1, 150 00	5 23
8520	do .....	do .....		
8521	Goliad to Saint Mary's .....	Gordon Case .....	500 00	4 21
8531	Brownsville to Laredo .....	R. B. Kingsbury .....	2, 960 00	14 23
8546	Gonzales to La Grange .....	S. F. Logan .....	1, 000 00	4 28
8553	La Grange to Content .....	R. B. Hollingsworth .....	540 00	2 00
8560	Lexington to Bryan .....	R. F. Woodward .....	1, 090 00	5 24
8563	Fredericksburgh to Double Horn .....	W. W. Brooks .....	950 00	9 13
8579	Navasota to Montgomery .....	P. A. Smith .....	800 00	3 4
8583	Centerville to Corsicana .....	E. B. Dwire .....	939 99	9 03
8583	do .....	do .....		
8596	Corsicana to Sulphur Springs .....	J. J. & J. M. Fain .....	990 00	9 50
7557	Beebe Station to Springfield .....	A. B. Gaylor .....	442 00	4 27
7557	do .....	do .....		
7565	Dover to Rally Hill .....	William Black .....	540 00	5 19
7571	Yellville to Fayetteville .....	Hiram J. Noe .....	2, 450 00	7 25
7571	do .....	do .....		
7589	Springfield to Moreland .....	Miles Mount .....	338 00	3 23
7044	Ripley to Booneville .....	J. E. Rogers .....	244 00	2 35
7054	Baldwyn to Pleasanton .....	W. P. Womack .....	399 00	3 23
7223	Raleigh to Ellenville .....	James Tyson .....	586 00	5 03
9233	Lancaster to Hebron .....	T. S. Millhouse .....	543 00	1 74
9251	New Lexington to Chaunoy .....	David Blackwood .....	444 00	2 12
12571	Dexter to Howell .....	John T. Raywalt .....	387 00	52
12622	Algonac to Port Huron .....	Chester Kimball .....	1, 180 00	1 19
12839	Port Huron to Mackinaw .....	John Pridgeon .....	\$10 pr. trip.	5 00
12839	do .....	do .....		
12850	Marquette to Hancock .....	James H. Howe .....	13, 000 00	20 5
12850	do .....	do .....		
6430	Marianna to Milton .....	James D. Freeman .....	1, 098 40	7 52
6434	Abe's Spring to Marianna .....	John Green .....	347 00	3 32
6443	Crawfordsville to Sopchoppy .....	William Thomas .....	105 00	1 09
6443	do .....	do .....		
6497	Manatee to Pine Level .....	James McKay, Jr. .....	293 00	9 54
7609	Washington to Dallas .....	E. and T. J. Mills .....	880 00	8 4
7603	Washington to Clarksville .....	R. S. Van Wey, Jr. .....	3, 400 00	10 29
7608	Arkadelphia to Big Bend .....	John R. Lane .....	739 00	7 19
7631	El Dorado to Warren .....	De You & Young .....	1, 400 00	6 73
7631	do .....	do .....		
7649	Hateville to Pochontas .....	Mount & Thompson .....	1, 297 00	6 49
8605	Paris to Greenville .....	E. Hearne .....	1, 100 00	5 29
8605	do .....	do .....		
8612	Clarksville to Doakville .....	R. S. Van Wey, Jr. .....	750 00	3 69
8614	Linden to Walnut Hill .....	W. B. Hicks .....	750 00	7 21
8621	Halleville to Quitman .....	J. J. & J. M. Fain .....	940 00	9 03

aModify order of July 11, (report July 12, 1873,) to deduct on 4 miles of route 31 trips. Distance

made from their pay, &c.—Continued.  
OCTOBER 18, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DEBTION.	
				Fines.	Deductions.
Quarter ended Sept. 30, 1873.		Ala.	No service reported		\$167 50
From July 1 to 17, 1873.		Ala.	Failure to commence service.		24 60
Aug. 25, 1873		Ind.	Failed totally		3 16
Sept. 30, 1873		Ind.	do		3 16
July 4, 1873		Ind.	Failed over 8 miles of route		1 35
July 3, 1873	Greensburgh	Ind.	Failed to arrive		2 04
Aug. 1, 1873	do	Ind.	Failed totally		2 43
July 3, 1873		Ind.	Failed over 14 miles of route.		1 33
July 5, 1873	Shelbyville	Ind.	Failed to arrive		6 90
July 25, 1873		Ind.	Failed totally		3 00
July 4, 1873	Elwood	Ind.	Failed to arrive		5 00
July 11, 1873	Shiellville	Ind.	do		5 76
Sept. 12, 1873		Ind.	Failed totally		34 24
Apr. 9; Sept. 10, 1873		Ind.	do		
{					

## OCTOBER 25, 1873, INCLUSIVE.

Months of July and Aug., 1873.		S. C.	Failure respectively of 5 and 3 trips.		\$35 04
July 25; Aug. 8, 1873	Victoria	Tex.	Failed to arrive		16 59
Aug. 9, 1873	Hallettsville	Tex.	do		4 81
Sept. 10, 1873		Tex.	do		113 64
First 3 weeks in July, 1873		Tex.	But one trip run instead of 2.		4 20
Sept. 30, 1873	La Grange	Tex.	Failed to arrive		2 60
Sept. 13, 1873	do	Tex.	do		5 94
Aug. 15, 1873	Bryan	Tex.	do		9 13
July 4, 1873	Fredericksburgh	Tex.	do		11 52
July 18, 29; Aug. 15, 1873	Montgomery	Tex.	do		36 12
July 15, 1873	Centerville	Tex.	do		228 50
July 19, 26; Sept. 6, 1873	Corsicana	Tex.	do		
Quarter ending Sept. 30, 1873.		Tex.	But one round trip performed.		12 81
July 1; Aug. 2, 1873	Beebe Station	Ark.	Failed to arrive		5 19
July 2, 1873	Springfield	Ark.	do		15 70
Sept. 30, 1873	Dover	Ark.	do		3 93
Sept. 28, 1873	Yellville	Ark.	do		2 35
Aug. 31, 1873	Fayetteville	Ark.	do		3 83
July 5, 1873	Moreland	Ark.	do		5 43
Aug. 28, 1873	Ripley	Miss.	do		1 75
July 25, 1873	Baldwyn	Miss.	do		2 10
July 11, 1873	Ellisville	Miss.	do		31 50
July 4, 1873	Lancaster	Ohio	Failure to arrive		1 29
July 29, 1873	New Lexington	Ohio	do		
From July 16 to Aug. 18, 1873.		Mich.	Failure to extend service 12 miles.		
July 4, 1873	Algonac	Mich.	Failure to arrive		25 00
Aug., 2d week, 4th and 5th week, 1873.	Detroit	Mich.	do		
Aug., 3d and 4th week, 1873.	Mackinaw	Mich.	do		
Sept. 16, 18, 25, 1873.	Marquette	Mich.	do		104 00
Sept. 1, 20, 1873	Hancock	Mich.	do		15 66
Sept. 11, 25, 1873	Milton	Fla.	do		73 26
Quarter end'g Sept. 30, '73		Fla.	Failure of 11 trips.		1 00
Sept. 19, 1873	Sopchoppy	Fla.	Failure to arrive		
July 22, 1873	do	Fla.	Wet mail.	\$1 00	
From Oct. 1, 1873, to June 30, 1873.		Fla.	Failure to perform service		744 73
July 30, 1873	Washington	Ark.	Failed to arrive		8 46
July 15, 1873	do	Ark.	do		10 89
July 3, 1873	Big Bend	Ark.	do		7 10
July 5, 9, 1873	El Dorado	Ark.	do		26 92
July 4, 8, 1873	Warren	Ark.	do		12 50
July 19; Aug. 2, 1873	Bateville	Ark.	do		10 68
July 9, 1873	Paris	Tex.	do		
July 8, 1873	Greenville	Tex.	do		
July 11; Aug. 1, 12, 1873	Doaksville	Tex.	do		10 80
July 1, 1873	Walnut Hill	Tex.	do		7 21
From July 1 to Aug. 13, 1873.		Tex.	No service performed		109 65

should have been 8 miles.

*Fines imposed on-contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
8622	Tyler to Paris .....	J. J. & J. M. Fain .....	\$2, 170 00	\$10 43
8622	do .....	do .....		
8622	do .....	R. H. Cumble .....	2, 040 00	9 80
8622	do .....	do .....		
8626	Palestine to Kaufman .....	Joseph Y. Bates .....	750 00	7 50
8636	Nacogdoches to Caledonia .....	Mitchell & Orton .....	400 00	3 74
8638	Nacogdoches to Zavala .....	J. J. and J. M. Fain .....	990 00	9 52
8638	do .....	do .....		
8639	Nacogdoches to Pinedown .....	T. S. Valle .....	904 00	4 34
10029	Elizabethton to Jefferson, N. C. ....	Morgan Trivett .....	1, 140 00	3 65
10026	Carter's Depot to Swingleville .....	H. P. Phillips .....	69 00	66
10027	Jonesborough to Swingleville .....	David T. Keener .....	74 00	71
10029	Jonesborough to Kendrick's Creek .....	Alex. Mathes .....	119 00	1 14
10038	Rogersville to Tazewell .....	George C. Bradley .....	646 00	3 10
10040	Newport to Limestone Springs .....	J. Clay Gass .....	358 20	1 15
10042	Sevierville to Casher's Valley .....	J. S. Cunner .....	464 00	4 46
10044	Sevierville to Strawberry Plains .....	Robert Boyd .....	344 00	1 10
10049	Knoxville to Sevierville .....	Philip Seaton .....	199 00	1 91
10067	Clinton to Jamestown .....	Robert Boyd .....	497 00	4 77
10108	Gainesborough to Jonesborough .....	John M. Gipson .....	1, 122 00	3 46
10109	Gainesborough to Celina .....	James Young .....	115 00	1 10
10110	La Fayette to Gainesborough .....	W. M. Clark .....	250 00	2 40
10189	Huntingdon to Lexington .....	W. G. Rhodes .....	250 00	2 40
10237	Clinton to Wallace Cross-Roads .....	William M. Coy .....	100 00	96
10258	Dover to Erin .....	W. G. Bond .....	520 00	1 66
10277	Trenton to Eaton .....	David C. Phelan .....	174 00	1 61
7037	Tacoluche to Cornersville .....	C. McKea .....	199 00	95
7037	do .....	do .....		
7155	Forest to Raleigh .....	M. A. Metts .....	640 00	3 07
7155	do .....	do .....		
7173	Hazlehurst to Port Gibson .....	do .....	820 00	3 97
7214	Cartersville to Marietta .....	J. S. West .....	250 00	2 40
7214	do .....	do .....		
7222	Paulding to Taylorsville .....	J. P. Thompson .....	250 00	2 40
7222	do .....	do .....		
7230	Monticello to Columbia .....	J. M. Fortinberry .....	229 00	2 77
7230	do .....	do .....		
7024	Vicksburgh to Greenwood .....	S. H. Parrisot .....	7, 500 00	36 05
7024	do .....	do .....		
7032	Holly Springs to New Albany .....	B. F. Phillips .....	1, 042 50	3 30
7032	do .....	do .....		
7178	Natchez to Brookhaven .....	F. Fortinberry .....	2, 430 00	7 79
11466	Freeport to Elizabeth .....	F. A. Lawrence .....	968 77	3 15
11526	Kewannaes to Cambridge .....	D. A. Baker, jr .....	348 00	1 67
11557	Petersburgh to Virginia .....	P. S. Scott .....	920 00	2 95
11562	Greenfield to Carlinville .....	Anderson Arnot .....	734 00	2 35
11582	Rushville to Augusta .....	A. M. Wells .....	490 75	1 57
11671	New Athens to Nashville .....	John M. McCutcheon .....	1, 359 00	2 17
11671	do .....	do .....		
11675	McLeansborough to Mount Vernon .....	W. B. & J. G. Casey .....	990 00	1 56
11689	Goldsands to Harrisburgh .....	Jacob Patterson .....	375 00	
11692	Andover to Cambridge .....	M. H. Thacher .....	380 00	61
11711	Astoria to Lewistown .....	D. A. Baker, jr .....	334 00	1 60
11731	McLeansborough to Benton .....	James M. Blades .....	1, 100 00	1 77
11741	Noble to Wakefield .....	D. A. Baker, jr .....	118 00	1 13
11741	do .....	do .....		
11811	Rushville to Macomb .....	do .....	794 00	2 55
11827	Shawneetown to Elizabethtown .....	J. N. Callicott .....	249 00	1 19
11831	Harrisburgh to Elizabethtown .....	L. J. Turner .....	224 00	2 15
11854	Mount Vernon to Fairfield .....	James C. Overbee .....	662 00	3 12
11854	do .....	do .....		
11856	Martinsville to Bellair .....	Isaac N. Hale .....	249 00	1 30

made from their pay, &amp;c.—Continued.

OCTOBER 25, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
July 12, 16, 1873	Tyler	Tex.	Failed to arrive	}	\$62 58
July 9, 13, 16, 1873	Paris	Tex.	do		
July 27: Aug. 3, 10, 1873	do	Tex.	do		49 00
July 23, 30, 1873	Tyler	Tex.	do		
July 29, 1873	Palestine	Tex.	do		7 59
Aug. 22, 1873	Caledonia	Tex.	do		3 84
July 17, 24, 31: Aug. 7, 14, 21, 1873	Nacogdoches	Tex.	do	}	
July 5, 12, 19, 26: Aug. 2, 9, 16, 23, 30; Sept. 5, 12, 1873	Zavala	Tex.	do		161 24
From July 1 to Sept. 10, 1873		Tex.	No service performed		176 83
May 7, 1873		Tenn.	Failed over 19 miles of route.		2 20
Aug. 23, 1873		Tenn.	Failed totally		1 32
Aug. 4, 11, 1873		Tenn.	do		2 84
Aug. 4, 1873		Tenn.	do		2 28
Aug. 13, 1873	Bogoraville	Tenn.	Failed to arrive		3 10
July 5, 1873	Newport	Tenn.	Wet mail, &c.	\$5 00	
June 30, 1873		Tenn.	Failed over 38½ miles of route.		3 67
June 30, 1873		Tenn.	Failed totally		2 20
July 2, 1873	Gap Creek	Tenn.	Failed to supply	1 00	
July 1, 1873	Jamestown	Tenn.	Failed to arrive		4 77
April 19, 1873	do	Tenn.	Failed to arrive; drunken carrier.	10 38	
Aug. 6, 1873		Tenn.	Failed totally		2 20
Aug. and Sept., 1873		Tenn.	Repeated failures to arrive on schedule-time.	5 00	
Feb. 20; Aug. 2, 1873	Lexington	Tenn.	Failed to arrive		4 80
July 5; Aug. 30, 1873	Wallace Cross-Roads.	Tenn.	do		1 92
July 7, 1873		Tenn.	Failed totally		3 32
Aug. 30, 1873		Tenn.	do		3 22
Aug. 26, 1873	Tacoluche	Miss.	Failed to arrive	}	1 90
Aug. 26, 1873	Corneraville	Miss.	do		
Aug. 6; Sept. 13, 1873	Forest	Miss.	do		15 35
Aug. 6; Sept. 5, 13, 1873	Raleigh	Miss.	do		
Aug. 28, 1873	Port Gibson	Miss.	do		3 97
July 4, 11, 1873	Cartersville	Miss.	do		9 60
July 3, 10, 1873	Marietta	Miss.	do		
July 3, 10, 17, 24, 1873	Paulding	Miss.	do		19 20
July 3, 10, 17, 24, 1873	Taylorville	Miss.	do		
July 5, 12, 1873	Monticello	Miss.	do		13 85
July 5, 12; Aug. 30, 1873	Columbia	Miss.	do		
Aug. 11, 25, 26, 1873	Vicksburgh	Miss.	do		144 20
Aug. 14, 1873	Greenwood	Miss.	do		
Aug. 30, 1873	Holly Springs	Miss.	do		
July 5; Aug. 31; Sept. 6, 1873	New Albany	Miss.	do		13 20
Aug. 27, 1873	Brookhaven	Miss.	do		7 79
July 5, 1873		Ill.	Total failure		6 30
July 4, 25, 1873		Ill.	do		6 66
July 4, 7, 1873		Ill.	do		17 70
July 21, 23, 25, 28, 1873		Ill.	Total failure, &c.		18 80
July 9, 1873	Rushville	Ill.	Failed to arrive		1 57
July 2, 1873	Athens	Ill.	do		
Sept. 24, 1873	Nashville	Ill.	do		4 34
July 1, 5, 8, 24; Sept. 23, 25, 1873	McLeansborough	Ill.	do		9 38
From Apr. 1 to 21, 1873		Ill.	Failed to extend service		7 95
July 4, 7; Sept. 24, 25, 26, 1873		Ill.	Total failures; willful neglect.	6 00	6 10
July 8, 1873	Lewistown	Ill.	Failed to arrive		1 60
July 8, 1873	McLeansborough	Ill.	do		1 77
July 4, 1873	Wakefield	Ill.	do		
August 29, 1873	Noble	Ill.	do		2 26
July 7, 1873		Ill.	Total failure		5 10
July 12, 1873	Elizabethtown	Ill.	Failed to arrive		1 19
Sept. 19, 1873	do	Ill.	do		2 15
July 11, 1873		Ill.	Failed to arrive; went 8 miles		8 24
July 8, 1873	Mount Vernon	Ill.	do		
Aug. 16, 1873		Ill.	Total failure		2 30

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
11873	Belle Prairie to Fairfield .....	William Good .....	\$312 00	\$1 3
13070	West Bend to Fond du Lac .....	George Elsler .....	970 00	3 3
13170	Steven's Point to Wausau .....	John E. Powers .....	680 00	1 3
13223	Belmont to Council Hill Station .....	William P. Burroughs .....	623 00	2 3
13274	Viroqua to Hillsborough .....	O. B. Depee .....	680 00	2 7
13277	Ontario to Viola .....	William Sandon .....	224 00	2 1
13295	Black River Falls to Pole Grove .....	Jos. F. Smith .....	150 00	4
8641	Crockett to Douglass .....	M. A. Metts .....	1,000 00	4 2
8651	Livingston, Woodville, Nacogdoches .....	D. H. L. Hogg .....	11,000 00 340 47	10 57 3 5
8654	Woodville to Milan .....	H. W. Brady .....	1,060 00	10 5
8657	Jasper to Newton .....	do .....	200 00	1 2
8657	do .....	do .....		
8658	Orange to Burkville .....	Charles W. Winn .....	980 00	3 2
8664	Tyler to Corsicana .....	G. B. Walker .....	2,550 00	12 7
8675	Kaufman to Ennis .....	M. P. Knowles .....	464 00	4 6
8675	do .....	do .....		
8682	Double Horn to Mason .....	Webster Daniels .....	1,200 00	11 3
8682	do .....	do .....		
8686	Huntsville to Madisonville .....	B. F. Woodward .....	1,040 00	3 2
8686	do .....	do .....		
8720	McKinney to Denton .....	John Rattan .....	845 00	4 6
8720	do .....	do .....		
8728	Giddings to Cameron .....	B. F. Woodward .....	1,490 00	7 5
8728	do .....	do .....		
8730	Belton to Lampasas .....	Wills & Houston .....	598 00	5 5
8746	Floresville to Sutherland Springs .....	A. G. Pickett .....	450 00	1 4
7669	Fayetteville to Vinita .....	E. A. Johnson .....	720 00	6 2
7675	Greensborough to Powhatan .....	M. F. Latta .....	350 00	3 2
7689	Arkadelphia to Magnolia .....	A. T. W. Long .....	1,144 00	11 6
5080	Pittsborough to Egypt Depot .....	E. T. Clemmons .....	928 00	1 6
5080	do .....	do .....		
5145	Wadesborough to Charlotte .....	do .....	1,160 00	3 2
7067	Abbeville to Pontotoc .....	Jesse Johnsey .....	550 00	5 5
7067	do .....	do .....		
5618	Georgetown to Kingston .....	E. T. Clemmons .....	1,789 00	5 5
5618	do .....	do .....		
5621	Marion to Conwayborough .....	Stanley D. Barnhill .....	274 00	2 4
5715	Yorkville to Charlotte .....	Miles Johnston .....	270 00	2 2
6023	Elberton to Carnesville .....	L. C. Brown .....	309 00	2 4
6032	Carnesville to Harmony Grove .....	D. E. McCurry .....	\$374 00	2 6
6070	Hamilton to La Grange .....	Henry P. Pitchford .....	500 00	1 0
6070	do .....	do .....		
6094	Lumpkin to Columbus .....	Bragaw & Harris .....	668 00	4 7
6103	Camilla to Newton .....	James H. Everett .....	750 00	1 2
6115	Homerville to Jacksonville .....	Erie Edwards .....	595 00	5 5
6122	McVie to Jacksonville .....	Alex. A. Graham .....	199 00	1 8
6122	do .....	do .....		
6154	Buena Vista to Cassata .....	W. A. Bragaw .....	233 00	2 5
6161	Elberton to Abbeville .....	H. C. Edmonds .....	474 00	4 5
6202	Bainbridge to Steam-Mills .....	James Tyson .....	348 00	3 4
2006	Vicksburgh to New Orleans .....	G. L. Kouns .....	9,980 00	2 1
8065	Natchitoches to Winfield .....	John W. McCord .....	900 00	4 5
8006a	Vicksburgh to New Orleans .....	G. L. Kouns .....	19,830 00	2 1
6696b	Fayette Court-House to Jonesborough .....	M. J. Harris .....	796 76	4

a Remit \$96.06, the deduction ordered October 9, (report October 11, 1873,) it appearing from respective offices during quarter ending September 30, 1873.

b Remit \$15.32 of the deduction ordered October 14, (report October 18, 1873,) evidence showing Jonesborough, &c.



made from their pay, &amp;c.—Continued.

OCTOBER 25, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
July 9, 12, 1873	Fairfield	Ill	Failed to arrive; went 9 miles.		\$3 00
July 4, 1873	Fond du Lac	Wis	Failed to arrive		3 80
Aug. 29, 1873		Wis	Total failure		2 20
July 4, 1873		Wis	do		4 00
July 2, 1873	Hillsborough	Wis	Failed to arrive		3 27
July 3, 1873	Ontario	Wis	do		2 15
Aug. 21, 1873		Wis	Total failure; willful neglect.	\$2 00	1 00
July 2, 5, 9, 12, 1873	Crockett	Tex.	Failed to arrive		19 24
Quarter ending Sept. 30, 1873.	Between Livingston and Woodville.	Tex.	But one trip a week performed.		85 12
July 29, 1873	Woodville	Tex.	Failed to arrive		10 28
July 21; Sept. 11, 1873	Jasper	Tex.	do		
July 3, 31; Aug. 7; Sept. 11, 1873.	Newton	Tex.	do		10 92
July 29, 1873	Burkville	Tex.	do		9 42
July 23, 1873	Corsicana	Tex.	do		12 27
July 14, 1873	Kaufman	Tex.	do		
July 19, 1873	Ennis	Tex.	do		8 92
Sept. 1, 1873	Double Horn	Tex.	do		
Sept. 2, 1873	Mason	Tex.	do		23 08
July 3, 1873	Huntsville	Tex.	do		
July 2, 1873	Madisonville	Tex.	do		6 66
July 12, 1873	McKinney	Tex.	do		
Sept. 30, 1873	Denton	Tex.	do		8 12
Sept. 24, 1873	Giddings	Tex.	do		
Aug. 5, 1873	Cameron	Tex.	do		14 32
Sept. 30, 1873	Belton	Tex.	do		5 75
July 2, 4, 1873	Sutherland Springs.	Tex.	Failed to arrive and depart		5 76
July 3, 1873	Fayetteville	Ark	Failed to arrive		6 92
July 14, 21, 28, 1873	Powhatan	Ark	do		10 11
July 31, 1873	Arkadelphia	Ark	do		11 00
Aug. 19, 21; Sept. 4, 9, 1873	Pittsborough	N. C.	do		
Sept. 9, 1873	Egypt Depot	N. C.	do		7 05
Aug. 19, 1873	Wadesborough	N. C.	do		3 71
Sept. 12, 1873	Abbeville	Miss.	do		
Sept. 14, 1873	Pontotoc	Miss.	do		10 56
Sept. 21, 1873		S. C.	Failure of one trip		
Sept. 23, 1873		S. C.	Failure of one-half trip		17 19
Sept. 22, 29, 1873	Conwayborough	S. C.	Failure to arrive		5 26
July and Aug., 1873		S. C.	Failure of respectively 5 and 2 trips.		36 26
Aug. 28, 1873		Ga.	Failure on entire route		5 94
Sept. 30, 1873	Harmony Grove	Ga.	Failure to arrive		2 63
July 7; Aug. 8, 11, 23, 1873		Ga.	Failure of 5 trips		
July, 1873		Ga.	do		16 00
Sept. 18, 1873	Lumpkin	Ga.	Failure to arrive		4 17
Sept. 19, 1873		Ga.	Failure of 1 trip		2 39
July 30; Aug. 12; Sept. 21, 1873.		Ga.	Failure on entire route		34 32
July 25, 1873		Ga.	do		
Aug. 8, 1873	Jacksonville	Ga.	Failure to arrive		5 70
Aug. 13, 1873	Buena Vista	Ga.	do		2 24
Aug. 20, 1873		Ga.	Failure of 1 trip		9 10
July and Aug., 1873		Ga.	Failure of respectively, 4 and 2 trips.		40 08
Oct. 19, 1873	Correna	Miss.	Steamer failed twice to land and exchange mails.	10 00	
July 3, 1873	Winfield	La.	Failed to arrive		4 32

ates of postmasters at terminal offices that the mails were regularly received and delivered to their service commenced July 16, 1873, by temporary carriers, and not July 24, as recorded in register from

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
3661	Millersville and Friendship .....	H. A. Drury .....	\$240 00	\$2 69
6483	Blountstown to Abe's Spring .....	John Roach .....	181 00	1 74
1637	Handcock to Codocia Valley .....	C. B. Griffs .....	149 00	67
1637	do .....	do .....		
2132	New York to Unionville .....	New York and Oswego Railroad Company, .....	3,467 50	5 56½
1258	Rouse's Point to Canada Line .....	Rome, Watertown and Ogdensburg Railroad Co. .....	262 50	42
1332	Freedom Plains to Billings .....	D. A. Baker, Jr. .....	296 50	67½
1332	do .....	do .....		
1448	Amsterdam to Northville .....	Marvin Chase .....	995 00	1 59
1535	Avon to Honeoye Fall .....	Joel Dailey .....	340 00	57
7111	Durant to Artesia .....	A. M. Keith .....	3,108 84	9 96
7219	Iuka to Pikesville .....	H. S. Brooks .....	825 00	7 93
7219	do .....	do .....		
3653	Forestville and Friendship .....	J. J. Grover .....	1,112 80	1 78
10542	Laclede to Milan .....	U. E. Fisher .....	1,093 00	1 73
10542	do .....	do .....		
7181	Brookhaven to Monticello .....	F. Fortinberry .....	392 50	1 25
7181	do .....	do .....		
7196	Liberty to Osyka .....	do .....	665 00	2 13
7196	do .....	do .....		
4423	Fredericksburgh to Orange Court-House .....	Henry A. M. Bartley .....	240 00	2 69
4423	do .....	do .....		
4754	West Point to Shakerford's .....	D. S. Stubbs .....	144 00	46
148	South Paris, Bridgeton, Fryeburgh .....	George R. Kimball .....	699 00	\$0 86, 0 50
163	North Jay, Dixfield, Bryant's Pond .....	Gideon Ellis .....	630 00	0 33, 1 41
323	Lower Bartlett to Gorham .....	Thomas Perkins .....	445 00	1 42
453	Barnet to Peacham .....	Hiram Hill .....	137 00	39
813	Newport to Shoreham .....	Amos D. Mitchell .....	875 00	2 80
7180	Brookhaven to Natchez .....	F. Fortinberry .....	2,545 00	6 16
7180	do .....	do .....		
4745	Danville to Riceville .....	Ed. Williams and James W. Gilce .....	547 75	2 63
4745	do .....	do .....		
7512	Marion to Wittsburgh .....	John W. Guerrant .....	524 00	5 06
7536a	Batesville to Yellville .....	Hiram J. Noe .....	2,700 00	6 65
7536a	do .....	do .....		
1592a	Oswego to Sodus .....	Lake Ontario Shore Railroad Company .....	2,037 50	3 26½
6430b	Marianna to Milton .....	James D. Freeman .....	1,628 40	7 81
7181c	Brookhaven to Monticello .....	F. Fortinberry .....	785 00	1 45
8007d	Brashear to Saint Martinsville .....	James B. Price .....	17,875 00	28 62
12839e	Port Huron to Mackinaw .....	John Fridgeon .....	\$10 per trip	5 06

a Remit \$85.80, the deduction made July 22, (report, July 26, 1873.) Failures for which the deduction the part of the company.

b Remit \$4.40 of the deduction ordered October 25, 1873; evidence having been received that the c Remit \$13 of the deduction ordered July 16, (report July 19, 1873.) The deduction made for failing service on those days, and charged by the contract-office to contractor.

d Remit \$6.20 of the fine ordered October 11, 1873; computation having been erroneously made.

e Remit \$25, the deduction ordered October 22, (report October 25, 1873.) The service on this route is

## FINES AND DEDUCTIONS.

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made from their pay, &amp;c.—Continued.

NOVEMBER 1, 1873, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Aug. 18, 1873	Milleraville	Md	Delivered wet mail	\$3 00	
July, Aug., and Sept., 1873		Fla	Failure of respectively 5, 4, and 2 trips.		\$38 28
Aug. 1, 1873	Hancock	N. Y.	Failed to arrive and depart		96
Aug. 7, 1873	Codossa Valley	N. Y.	do		12 51
Sept. 1, 2, 3, 4, 5, 7, 8, 9, 10, 1873	Rochelle Park	N. J.	Failed to supply		5 04
From Sept. 24 to 30, 1873		N. Y.	Failed to perform service		11 44
From July 6 to 10, 1873		N. Y.	do		1 05
From July 1 to 5, 1873		N. Y.	Inclusive, between Poughkeepsie and Billings.		15 29
July 3, 10, 17, 24, 31, 1873	Union Mills	N. Y.	Failed to supply		19 92
From July 1 to Sept. 30, 1873	Bet'n Loma and Honeoye Falls.	N. Y.	Failed on 4 miles 79 trips		71 37
Sept. 27, 29, 1873	Artesia	Miss	Failed to arrive		1 23
July 5, 12, 19, 26; Aug. 5, 1873	Iuka	Miss	do		3 46
July 3, 10, 17, 24, 1873	Pikeaville	Miss	do		7 50
Aug. 13, 1873	Upper Marlborough.	Md	Failed to arrive on 18 miles.		70 27
Sept. 17, 1873	Milan	Mo	Failed to arrive		13 45
Sept. 19, 1873	do	Mo	Failed to depart		8 67
July 2, 4, 21; Aug. 21, 1873	Brookhaven	Miss	Failed to arrive		13 00
Aug. 16, 18, 1873	Monticello	Miss	do		2 99
July 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30; Aug. 2, 4, 7, 9, 1873	Liberty	Miss	do		1 42
July 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30; Aug. 2, 5, 7, 1873	Oayka	Miss	do		11 41
July 9; Sept. 5, 1873	Fredericksburgh	Va.	do		5 60
July 16; Sept. 4, 6, 1873	Orange	Va.	do		
From May 1 to 23, 1873	From Bridgeton and Fryeburgh.	Va.	Failed to commence service		
Month of July, 1873	Rumford Point.	Me	No service performed		
From July 1 to 19, 1873	Gorham	Me	Failed to supply		
July 25, 1873	Natchez	N. H.	Failed to arrive		
Month of July, 1873		Vt.	No service.		
Aug. 14, 15, 1873	Brookhaven	R. I.	Failed totally		
July 1, 3, 5, 17; Aug. 2, 5, 7, 9, 12, 14, 16, 19, 21, 23, 26, 28, 30; Sept. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27, 30, 1873		Miss	Failed to arrive		
July 4, 12, 14, 19, 21, 23, 25, 27, 29, 31; Aug. 2, 5, 7, 9, 12, 14, 16, 19, 21, 23, 26, 28, 30; Sept. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27, 30, 1873			do		
July 1, 4, 8, 11, 1873	Danville	Va.	Failed to commence service		
July 2, 5, 9, 12, 1873	Riceville	Va.	do		
Quarter ending Sept. 30, 1873		Ark	Evidence of service incomplete.		
July 17, 19, 22, 24, 26, 29, 1873	Yellville	Ark	Failed to arrive		
July 18, 21, 23, 25, 1873	do	Ark	Failed to depart		

was made were the result of the destruction of the railroad by the elements and not of any neglect on carrier performed service on 40 miles of route September 11 and 23, 1873. to arrive, April 4, 5, 6, 12, and 13, was paid by the postmaster at Monticello for the performance of paid for at \$10 per round trip. The deduction was an error.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Terminal of route.	Contractor's name.	Annual compensation.	Half pay.
19	South Windsor to Warren.....	William A. Frye.....	\$1,200 00	\$2 40, 00 72
5101	Greensborough to Yanceyville .....	William W. White .....	656 00	3 15
7177	Natchez to Liberty .....	F. Fortinberry.....	940 00	9 04
7177	do.....	do.....		
9168	Wooster to Pike Station.....	Garret Dorland.....	599 00	96
9168	do.....	do.....		
8066	Natchitoches to Nacogdoches.....	Peterson & Surls.....	5,350 00	
4208	West Milford to Oxford.....	R. H. McCleave.....	397 00	3 51
3112	Ridgeway and Tylersburgh.....	do.....	799 00	3 84
3687	Mulliken Station and West River.....	do.....	390 00	1 25
7504a	Memphis to White River.....	Memphis and White River Packet Company.....	2,150 00	64 91
8546b	Gonzales to La Grange.....	S. F. Logan.....	1,000 00	4 80

WEEK ENDING SATURDAY,

8624	Indianola to Ceuro .....	G. W. T. & P. R. Co., Rich- ard J. Evans, president.....	\$3,360 00	\$5 22
8684	do.....	do.....		
4498	Talcoott to Boylton .....	Edward S. Ralfe.....	1,469 00	2 35
7070	Oxford to Panola.....	J. G. Bridger.....	700 00	3 36
7184	Columbia to Williamsburgh .....	J. M. Fortinberry.....	280 00	12 68
7184	do.....	do.....		
10539	Glenwood to Unionville.....	John E. Kemp.....	1,386 00	2 22
10539	do.....	do.....		
10597	High Hill to Troy .....	Robert H. T. Gatewood.....	297 00	2 85
10597	do.....	do.....		
10599	Danville to Loutre Island.....	George W. McCarty.....	208 00	2 06
13343	Bayfield to Superior.....	Chapman & Cooper.....	5,343 00	17 13
13343	do.....	do.....		
7044c	Ripley to Booneville.....	J. E. Rogers.....	244 00	2 35

WEEK ENDING SATURDAY,

10613	Fulton to Columbia .....	R. H. T. Gatewood .....	\$793 00	\$2 54
10706	Arlington to Houston .....	Valentine Sutton.....	400 00	3 84
10711	Houston to Gainesville.....	S. J. Reynolds.....	536 50	5 13
10711	do.....	do.....		
10723	Bolivar to Nevada.....	B. F. Kepler.....	747 80	2 30
10723	do.....	do.....		
10733	Springfield to Vera Cruz.....	James A. McCullah.....	590 00	5 08
10739	Forayth to Cassville.....	J. C. Brown.....	464 00	4 46
10761	Saint Genevieve to Jackson.....	John W. Fulenwider.....	1,399 00	4 44
10770	Poplar Bluff to Pocahtontas.....	C. L. Wall.....	2,687 42	4 30
10785	Gatewood to Alton.....	P. W. Smelser.....	200 00	1 92
10785	do.....	do.....		
10793	Rolla to Salem.....	W. P. Williams.....	360 00	1 15
10793	do.....	do.....		
2865	Wrightsville and Castlefin.....	Denan & Ramsey.....	757 00	2 42
4104	Wheeling to Parkersburgh.....	John Mulrine.....	7,200 00	11 53
4104	do.....	do.....		
4117	Sisterville to Hebron .....	Isaac Wagoner.....	160 00	1 53
11186	State Centre to Iowa Falls.....	Michael Kelly.....	690 00	4 27
11234	Nevada to Colfax.....	John Keister.....	750 00	
11265	West Union to Jacksonville.....	L. J. McGoon.....	630 00	

a Remit \$714.01, the deduction ordered Oct. 15, (report Oct. 18, 1873,) the postmaster at White River bar  
 b Remit \$4.80, the deduction ordered Oct. 20, (report Oct. 25, 1873,) it appearing from affidavit of carrier  
 c Remit \$2.35, the deduction ordered October 21, (report October 25, 1873.) The failure to note the

made from their pay, &c.—Continued.

NOVEMBER 8, 1873, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Quarter ending Sept. 30, 1873.	Warren	Me	Failed to arrive		\$30 00
Aug. 21; Sept. 16, 23, 1873	Greensborough	N. C.	do		9 45
July 29, 16, 23, 30; Aug. 6, 13, 20, 27, 1873.	Natchez	Miss	do		
July 1, 8, 15, 22, 29; Aug. 5, 12, 26; Sept. 2, 1873.	Liberty	Miss	do		163 72
Mar. 3, 4, 5, 1873	Pike Station	Ohio	do		
Mar. 3, 4, 5, 1873	Wooster	Ohio	do		5 75
From April 17 to Aug. 27, 1873.	Sabinetown	La	Failed to supply	\$20 00	
July 4, 1873	West Milford	W. Va	Failed to arrive		3 81
Sept. 13, 1-73.	Ridgeway	Pa	do		3 84
Aug. 14, 1873.		Md	Failed to perform service.		2 50

NOVEMBER 15, 1873, INCLUSIVE.

Sept. 16, 14, 30, 23, 26, 1873.	Cenro	Tex.	Failed to arrive		
Sept. 13, 17, 19, 22, 26, 1873	do	Tex.	Failed to depart		\$53 80
Aug. 13, 21, 1873	Boydton	Va	Mail in bad order and wet		2 35
July 3, 1873	Oxford	Miss	Failed totally		6 72
July 3, 12, 19; Aug. 30; Sept. 13, 1873.	Columbia	Miss	Failed to arrive		
July 4, 11, 18, 1873	Williamsburgh	Miss	do		21 52
Aug. 4, 5, 14, 19, 21, 22, 23, 1873.	Glenwood	Mo	do		28 2
Aug. 5, 15, 16, 21, 22, 25, '73.	Unionville	Mo	do		
July 11, 1873	High Hill	Mo	do		5 70
July 12, 1873	Troy	Mo	do		
July 1, 8, 15, 22, 29; Aug. 5, 1873.	Loutre Island	Mo	do		12 00
Oct. 23, 1873	Bayfield	Wis	Left 2 bags of mail-matter	\$35 00	
Nov. 8, 1873	do	Wis	Left 40 lb. of mail-matter		

NOVEMBER 22, 1873, INCLUSIVE.

Quarter ending Sept. 30, 1873.		Mo	No service performed		\$192 25
Aug. 22; Sept. 26, 1873.	Arlington	Mo	Failed to arrive		7 68
July 4; Sept. 1, 8, 1873.	Houston	Mo	do		20 60
Sept. 3, 1873	Gainesville	Mo	do		
Apr. 8, 1873	Bolivar	Mo	do		7 17
Apr. 10, 12, 1873	Nevada	Mo	do		
Month of July, 1873		Mo	Failed on 11 miles of route.		9 00
Aug. 15, 1873	Cassville	Mo	Failed to arrive		4 46
July 9, 1873	Jackson	Mo	do		4 46
July 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 30, 31; Sept. 1, 2, 3, 4, 5, 6, 1873.	Pocahontas	Mo	do		77 40
Sept. 6, 1873	Gatewood	Mo	do		
Sept. 12, 1873	Alton	Mo	do		3 84
July 11, 1873	Kolla	Mo	do		2 30
July 12, 1873	Salem	Mo	do		
July 30; Sept. 1, 3, 1873	Wrightsville	Pa	do		7 26
Sept. 16, 21, 21, 26, 23, 1873	Wheeling	W. Va	do		
Sept. 17, 30, 23, 25, 27, 1873	Parkersburgh	W. Va	do		115 30
July 9, 16, 1873	Sisterville	W. Va	Failed to arrive; traveled 11 miles.		2 56
May 23, 30, 1873	State Centre	Iowa	Failed to arrive		8 54
Aug. 30, 1873	Colfax	Iowa	Carrier drunk	\$5 00	
Quarters ending June 30 and Sept. 30, 1873.	Jacksonville	Iowa	Irregular and bad service.	10 00	

ing corrected his report of arrivals at his office and having certified that service was faithfully performed. that the whole trip was run on the 30th of Sept., 1873, with the exception of a few hundred yards. arrival of the mail on the 23th day of August, 1873, was an error; the mail did arrive on that day.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
11339	Onawa City to Decatur .....	David J. Rockwell .....	\$490 00	20 75
3541	Baltimore and Sam's Creek .....	Dinan & Ramsay .....	942 00	43 14
4124	Parkersburgh to Jackson Court-House ..	Peter G. Anderson .....	733 25	3 75
4128	Jackson Court-House to Ravenswood ..	G. P. Morrison .....	135 00	6
4128	do .....	do .....		
4137	Winfield to Hamlin .....	John Thomas Harbor .....	465 25	21 22 10
4159	Logan Court-House to Raleigh Court-House.	George W. Harper .....	517 32	1 54 17
4159	do .....	do .....		
4122	Parkersburgh to Gallipolis .....	Parkersburgh and Ohio River Transportation Co.	\$30 per trip	13 00
13560	Forestville to Preston .....	Simon G. Rathbun .....	337 50	54
13596	Madelia to New Ulm .....	T. L. Vought .....	181 00	1 74
136 3	Saint Charles to Plainview .....	Henry Ash .....	247 00	9
13631	do .....	do .....		
13625	Wabasha to Rochester .....	do .....	550 50	3
13791	Saint Cloud to Santiago .....	Oscar F. Bentley .....	200 00	1 92
13810	Hartford to Crow Wing .....	John Wait .....	500 00	2 40
13835	Blue Earth City to Banks .....	L. N. Drake .....	380 00	1 72
6706	Myersville to Indianatown .....	Ezekiel Keels .....	175 00	1 6
3532	White Hall to Peach Bottom .....	N. H. Bull .....	988 00	1 5
3539	Salisbury and Quantico .....	A. W. Goslee .....	349 00	7
3590	Quantico and Quantico .....	L. J. Gale .....	279 00	2 2
3613	Frederick and Union Bridge .....	J. N. Bufington .....	700 00	1 12
3619	Adamstown and Barnesville .....	M. G. Carr .....	325 00	
3635	Elliott City and Glenelg .....	J. R. Clark .....	510 00	
4160	Blue Sulphur Springs to Raleigh Court-House.	Anderson McNeer .....	546 00	21 34 12
4165	Princeton to Pearisburgh .....	E. F. Starritt .....	200 00	1 92
4164	Peorysville to Tug River .....	Crocket Mitchell .....	99 95	9
4168	do .....	do .....		
4174	Meadow Bluff to Red Sulphur Springs ..	Anderson McNeer .....	731 52	2 35
4183	Walton to Arnoldsburgh .....	Peregrine Hays .....	199 00	1 91
4188	Burning Springs to Glenville .....	John S. Brannan .....	339 00	3 45
4192	Harrisville to De Kalb .....	Henson Galner .....	140 00	1 34
4201	Glenville to Arnoldsburgh .....	John M. Cain .....	495 00	1 52
4211	Weston to Middleport .....	Easlan Felty .....	601 64	2 34
4211	do .....	do .....		
4218	Buckhannon to Huttonsville .....	Andrew Poundstone .....	737 00	2 35
4223	Fairmont to Morgantown .....	Elcana C. Bright .....	175 00	1 54
4223	do .....	do .....		
4231	Frenchton to Webster Court-House .....	John Landes, jr. ....	467 16	2 34
4282	Braxton Court-House to Clay Court-House.	Sylvester Sutton .....	189 00	1 21
10835	Glasgow to Rocheport .....	H. M. Valle .....	900 00	2 22
10852	Houston to Montauk .....	James J. Davis .....	165 00	1 77
10852	do .....	do .....		
10947	Little Osage to Nevada .....	R. C. Anderson .....	240 00	75
10953	Albany to Pattonburg .....	John D. Culbertson .....	800 00	1 44
10956	Albany to Maryville .....	John J. Hunter .....	675 00	2 16
4425	Fredericksburgh to Frederick's Hall .....	Alex. W. Massey .....	440 00	2 11
4464	Churchland to Norfolk .....	James A. Stott .....	192 00	25
4477	Blacks and Whites to Whittle's Mills ..	George E. Gee .....	675 00	3 54
4492	Jetersville to Cumberland Court-House ..	James B. Enroughty .....	315 00	1 52
4493	Burkaville to Yatesville .....	John T. Crymes .....	480 00	2 30
4494	Moherrin to Plantersville .....	do .....	290 00	1 34
4511	Campbell Court House to Brookneal .....	Robert M. Cocke .....	825 00	2 64
4527	Rocky Mount to Martinsville .....	George C. King .....	132 00	1 46

made from their pay, &amp;c.—Continued.

NOVEMBER 22, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
July 4, 5, 16, 17, 23; Aug. 2, 4, 23, 1873.	Decatur .....	Iowa ....	Failed to arrive .....		\$6 24
Aug. 4, 6, 8, 1873.		Md .....	Failed to perform service .....		12 06
Aug. 8, 22; Sept. 2, 1873.	Parkersburgh ..	W. Va ..	Failed to arrive .....		10 56
Aug. 20; Sept. 5, 1873.	Jackson C. H. ....	W. Va ..	do .....		1 47
Sept. 3, 1873.	Ravenawood .....	W. Va ..	do .....		2 16
July 19; Aug. 19, 1873.	Hamlin .....	W. Va ..	do .....		4 96
Sept. 23, 1873.	Logan C. H. ....	W. Va ..	do .....		395 00
July 25; Sept. 25, 1873.	Oceana .....	W. Va ..	do .....		
May and June, 1873.	Parkersburgh ..	W. Va ..	Failed entirely .....		
July 3, 9, 19, 1873.	Forestville .....	Minn ..	Failed to arrive .....		1 62
July 4, 1873.	New Ulm .....	Minn ..	do .....		1 74
Sept. 17, 1873.	Saint Charles .....	Minn ..	do .....		2 37
July 9; Sept. 15, 1873.	Plainview .....	Minn ..	do .....		4 48
July 15, 17, 19, 22; Sept. 2, 18, 20, 23, 1873.	do .....	Minn ..	do .....		
July 3, 1873.	Santiago .....	Minn ..	do .....		1 92
July 3, 7, 1873.	Hartford .....	Minn ..	do .....		4 80
July 1, 1873.	Blue Earth City ..	Minn ..	do .....		1 83
Quarters ending June 30 and Sept. 30, 1873.		S. C ..	Failure on entire route ..		87 50
Sept. 22, 1873.	Peach Bottom .....	Md .....	Failed to arrive .....		1 59
Aug. 18, 1873.		Md .....	Failed to perform service ..		1 10
Aug. 12, 1873.		Md .....	do .....		1 72
Aug. 14, 1873.		Md .....	do .....		2 24
Aug. 14, 1873.		Md .....	Failed to perform service on 19 miles of route.		1 44
Aug. 14, 1873.	Bet. Elliott City and Clarksville.	Md .....	Failed to perform service on 12½ miles.		1 49
Sept. 3, 17, 24, 1873.	Raleigh C. H. ....	W. Va ..	Failed to arrive .....		7 65
Aug. 23, 1873.	Princeton .....	W. Va ..	do .....		1 02
Sept. 3, 1873.	Peerysville .....	W. Va ..	do .....		1 96
Sept. 4, 1873.	Tug River .....	W. Va ..	do .....		
Aug. 13; Sept. 24, 1873.	Red Sul Springs ..	W. Va ..	do .....		4 70
June 21, 1873.	Walton .....	W. Va ..	do .....		1 91
July 13, 1873.	Burning Spring ..	W. Va ..	Failed to arrive; went 3 miles.		6 42
Aug. 15, 1873.	Harriaville .....	W. Va ..	Mail came in unlocked, &c.		1 34
July 5, 8, 1873.	Arnoldsburgh .....	W. Va ..	Failed to arrive .....		3 16
July 12, 1873.	Weston .....	W. Va ..	do .....		5 88
July 4, 1873.	Middleport .....	W. Va ..	do .....		2 82
July 4, 1873.	Huttonsville .....	W. Va ..	Failed to arrive; traveled 12 miles.		
July 8, 1873.	Fairmont .....	W. Va ..	Failed to arrive .....		3 16
July 8, 1873.	Morgantown .....	W. Va ..	do .....		
July 14, 1873.	Frenchton .....	W. Va ..	Failed to arrive; traveled 11½ miles.		1 20
July 4, 1873.	Clay C. H. ....	W. Va ..	Failed to arrive; traveled 15 miles.		2 06
Sept. 2, 4, 6, 9, 11, 13, 16, 18, 30, 1873.	Between Fayette and Rocheport.	Mo .....	Failed to perform service ..		25 92
Sept. 17, 24, 1873.	Houston .....	Mo .....	Failed to arrive .....		10 62
July 30; Sept. 17, 24, 1873.	Montauk .....	Mo .....	do .....		
Aug. 14, 30; Sept. 4, 1873.	Nevada .....	Mo .....	Failed to leave on schedule-time.	\$3 00	
Aug. 9, 1873.	Albany .....	Mo .....	Failed to take the mail ..		1 44
July 9, 1873.	Maryville .....	Mo .....	Failed to arrive .....		2 16
July 8, 1873.	Harris .....	Va .....	Mail-bag received without lock.		2 11
Aug. 26, 30, 1873.	Norfolk .....	Va .....	Failed to arrive and depart.		3 60
Aug. 27, 1873.	Whittle's Mills ..	Va .....	Failed to arrive .....		3 24
May 10, 1873.	Cumberland Court-House.	Va .....	do .....		1 52
August 27, 1873.	Yatesville .....	Va .....	Failed to arrive; traveled 30 miles.		1 06
July 5, 1873.	Plantersville .....	Va .....	Failed to arrive .....		1 34
August 29, 1873.	Brookneal .....	Va .....	Failed to arrive; went 10 miles.		3 78
July 2, 9, 16, 23, 30; August 6, 13, 20, 27; September 3, 1873.	Martinsville .....	Va .....	Failed to arrive and depart.		10 44

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
11339	Onawa City to Decatur .....	David J. Rockwell.....	\$400 00	40 7
3541	Baltimore and Sam's Creek.....	Dinan & Ramsay.....	942 00	\$3 01
4124	Parkersburgh to Jackson Court-House..	Peter G. Anderson.....	733 25	3 52
4128	Jackson Court-House to Ravenswood ..	G. P. Morrison .....	155 00	4
4129	do .....	do .....		
4157	Winfield to Hamlin .....	John Thomas Harbor .....	465 25	\$1 22 1 01
4159	Logan Court-House to Raleigh Court-House.	George W. Harper .....	517 32	1 54, 1 71
4159	do .....	do .....		
4122	Parkersburgh to Gallipolis.....	Parkersburgh and Ohio River Transportation Co.	\$50 per trip	15 00
13560	Forestville to Preston .....	Simon G. Rathbun .....	337 50	54
13586	Madella to New Ulm .....	T. L. Vought .....	181 00	1 71
136 3	Saint Charles to Plainview .....	Henry Ash .....	247 00	72
13621	do .....	do .....		
13625	Wabasha to Rochester .....	do .....	550 50	5
13721	Saint Cloud to Santiago .....	Oscar F. Bentley .....	900 00	1 92
13830	Hartford to Crow Wing .....	John Walt .....	500 00	2 40
13835	Blue Earth City to Banks .....	L. N. Drake .....	380 00	1 42
6706	Myersville to Indiantown .....	Ezekiel Keels .....	175 00	1 6
3532	White Hall to Peach Bottom .....	N. H. Bull .....	998 00	1 2
3529	Salisbury and Quantico .....	A. W. Goslee .....	349 00	55
3590	Quantico and Quantico .....	L. J. Gale .....	279 00	23
3613	Frederick and Union Bridge .....	J. N. Buffington .....	700 00	1 11
3619	Adamstown and Barnesville .....	M. G. Carr .....	325 00	
3635	Elliott City and Glenelg .....	J. R. Clark .....	540 00	
4160	Blue Sulphur Springs to Raleigh Court-House.	Anderson McNeer .....	548 00	\$1 34, 1 21
4165	Princeton to Pearisburgh .....	E. F. Starritt .....	900 00	1 92
4168	Peorysville to Tug River .....	Crockett Mitchell .....	99 95	94
4168	do .....	do .....		
4174	Meadow Bluff to Red Sulphur Springs ..	Anderson McNeer .....	731 52	2 35
4183	Walton to Arnoldsburgh .....	Peregrine Hays .....	199 00	1 51
4183	Burning Springs to Glenville .....	John S. Brannan .....	339 00	3 45
4192	Harrisville to De Kalb .....	Henson Gainer .....	140 00	1 34
4201	Glenville to Arnoldsburgh .....	John M. Cain .....	495 00	1 54
4211	Weston to Middleport .....	Esalas Felty .....	601 64	2 94
4211	do .....	do .....		
4218	Buckhannon to Huttonsville .....	Andrew Poundstone .....	737 00	2 36
4223	Fairmont to Morgantown .....	Elcana C. Bright .....	175 00	1 52
4223	do .....	do .....		
4281	Frenchton to Webster Court-House .....	John Landes, jr. ....	487 16	2 31
4288	Braxton Court-House to Clay Court-House.	Sylvester Sutton .....	189 00	1 51
10835	Glasgow to Rocheport .....	H. M. Valle .....	900 00	2 28
10852	Houston to Montauk .....	James J. Davis .....	185 00	1 77
10852	do .....	do .....		
10947	Little Oeage to Nevada .....	R. C. Anderson .....	240 00	78
10953	Albany to Pattonburgh .....	John D. Culbertson .....	800 00	1 44
10956	Albany to Maryville .....	John J. Hunter .....	675 00	2 17
4425	Fredericksburgh to Frederick's Hall ..	Alex. W. Massey .....	440 00	2 11
4464	Churchland to Norfolk .....	James A. Stott .....	199 00	85
4477	Blacks and Whites to Whittle's Mills ..	George E. Gee .....	675 00	3 24
4492	Jetersville to Cumberland Court-House..	James B. Enroughty .....	315 00	1 32
4493	Burksville to Yatesville .....	John T. Crymes .....	480 00	2 30
4494	Moherrin to Plantersville .....	do .....	280 00	1 34
4511	Campbell Court House to Brookneal .....	Robert M. Cocke .....	825 00	2 64
4527	Rocky Mount to Martinsville .....	George C. King .....	132 00	1 46



made from their pay, &amp;c.—Continued.

NOVEMBER 22, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
July 4, 5, 16, 17, 23; Aug. 2, 4, 23, 1873.	Decatur .....	Iowa .....	Failed to arrive .....	.....	\$6 24
Aug. 4, 6, 8, 1873.	.....	Md .....	Failed to perform service .....	.....	12 06
Aug. 8, 22; Sept. 2, 1873.	Parkersburg .....	W. Va .....	Failed to arrive .....	.....	10 56
Aug. 30; Sept. 5, 1873.	Jackson C. H. ....	W. Va .....	do. ....	}	1 47
Sept. 3, 1873.	Ravenswood .....	W. Va .....	do. ....		2 16
July 19; Aug. 19, 1873.	Hamlin .....	W. Va .....	do. ....		4 96
Sept. 25, 1873.	Logan C. H. ....	W. Va .....	do. ....		395 00
July 25; Sept. 25, 1873.	Oceana .....	W. Va .....	do. ....	.....	1 62
May and June, 1873.	Parkersburg .....	W. Va .....	Failed entirely .....	.....	1 74
July 3, 9, 13, 1873.	Forestville .....	Minn .....	Failed to arrive .....	.....	2 37
July 4, 1873.	New Ulm .....	Minn .....	do. ....	}	4 48
Sept. 17, 1873.	Saint Charles .....	Minn .....	do. ....		1 92
July 9; Sept. 15, 1873.	Plainview .....	Minn .....	do. ....		4 80
July 13, 17, 19, 22; Sept. 2, 14, 20, 23, 1873.	do. ....	Minn .....	do. ....		1 82
July 3, 1873.	Santiago .....	Minn .....	do. ....	.....	87 50
July 3, 7, 1873.	Hartford .....	Minn .....	do. ....	.....	1 59
July 1, 1873.	Blue Earth City .....	Minn .....	do. ....	.....	1 10
Quarters ending June 30 and Sept. 30, 1873.	.....	S. C. ....	Failure on entire route .....	.....	1 72
Sept. 22, 1873.	Peach Bottom .....	Md .....	Failed to arrive .....	.....	2 24
Aug. 16, 1873.	.....	Md .....	Failed to perform service .....	.....	1 44
Aug. 12, 1873.	.....	Md .....	do. ....	.....	1 49
Aug. 14, 1873.	.....	Md .....	do. ....	.....	7 65
Aug. 14, 1873.	.....	Md .....	Failed to perform service on 19 miles of route.	.....	1 92
Aug. 14, 1873.	Bet. Elliott City and Clarksville.	Md .....	Failed to perform service on 12½ miles.	.....	1 96
Sept. 3, 17, 24, 1873.	Raleigh C. H. ....	W. Va .....	Failed to arrive .....	.....	4 70
Aug. 23, 1873.	Princeton .....	W. Va .....	do. ....	}	1 91
Sept. 3, 1873.	Peerysville .....	W. Va .....	do. ....		6 42
Sept. 4, 1873.	Tag River .....	W. Va .....	do. ....		1 34
Aug. 13; Sept. 24, 1873.	Red Sul Springs .....	W. Va .....	do. ....		3 16
June 21, 1873.	Walton .....	W. Va .....	do. ....	}	5 88
July 15, 1873.	Burning Spring .....	W. Va .....	Failed to arrive; went 3 miles.		2 82
Aug. 15, 1873.	Harrieville .....	W. Va .....	Mail came in unlooked, &c.		3 16
July 5, 8, 1873.	Arnoldsburgh .....	W. Va .....	Failed to arrive .....		1 20
July 12, 1873.	Weeton .....	W. Va .....	do. ....	}	2 06
July 4, 1873.	Middleport .....	W. Va .....	do. ....		25 92
July 4, 1873.	Huttonsville .....	W. Va .....	Failed to arrive; traveled 12 miles.		10 62
July 8, 1873.	Fairmont .....	W. Va .....	Failed to arrive .....		\$3 00
July 8, 1873.	Morgantown .....	W. Va .....	do. ....	}	1 44
July 14, 1873.	Frenchton .....	W. Va .....	Failed to arrive; traveled 11½ miles.		2 16
July 4, 1873.	Clay C. H. ....	W. Va .....	Failed to arrive; traveled 15 miles.		2 11
Sept. 2, 4, 6, 9, 11, 13, 16, 18, 30, 1873.	Between Fayette and Rocheport.	Mo .....	Failed to perform service .....		3 80
Sept. 17, 24, 1873.	Houston .....	Mo .....	Failed to arrive .....	}	3 24
July 30; Sept. 17, 24, 1873.	Mentauk .....	Mo .....	do. ....		1 52
Aug. 14, 30; Sept. 4, 1873.	Nevada .....	Mo .....	Failed to leave on schedule-time.		1 06
Aug. 9, 1873.	Albany .....	Mo .....	Failed to take the mail .....		1 34
July 9, 1873.	Maryville .....	Mo .....	Failed to arrive .....	}	3 72
July 8, 1873.	Harris .....	Va .....	Mail-bag received without lock.		10 44
Aug. 26, 30, 1873.	Norfolk .....	Va .....	Failed to arrive and depart.		.....
Aug. 27, 1873.	Whittle's Mills .....	Va .....	Failed to arrive .....		.....
May 10, 1873.	Cumberland Court-House.	Va .....	do. ....	.....	.....
August 27, 1873.	Yatesville .....	Va .....	Failed to arrive; traveled 30 miles.	.....	.....
July 5, 1873.	Plantersville .....	Va .....	Failed to arrive .....	.....	.....
August 29, 1873.	Brookneal .....	Va .....	Failed to arrive; went 10 miles.	.....	.....
July 2, 9, 16, 23, 30; August 6, 13, 20, 27; September 3, 1873.	Martinsville .....	Va .....	Failed to arrive and depart .....	.....	.....

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4531	Elamsville to Rocky Mount .....	Moses P. Jefferson .....	\$168 00	\$1 61
4532	Salem to Floyd Court-House .....	James W. Deheart .....	500 00	2 40
4549	Pittsylvania Court-House to Spring Garden.	David Oliver .....	970 00	93
4549	do .....	do .....		
4535	Newport to Pearisburgh .....	Andrew Caldwell .....	240 00	1 15
4552	Danville to Rocky Mount .....	John Lee Anglin .....	850 00	4 08
14036	Hiawatha to Nehama City .....	David Dorrington .....	979 00	\$1 30, 1 55
14036	do .....	do .....		
14259	Minneapolis to Cawker City .....	Lewis J. Dunn .....	613 00	5 90
4567	Abingdon to Estillville .....	D. C. Dunn .....	192 00	1 84
4575	Lebanon to Pattonville .....	Garland S. Bruce .....	339 00	3 36
4580	Richland to Lebanon .....	Stephen B. Lockhart .....	147 00	1 41
4588	Marion to Mouth of Wilson .....	Alex. Richardson .....	188 00	1 80
4533	Salem to Ripley's Mills .....	Smith Caldwell .....	500 00	1 84, 36
4533	do .....	do .....	500 00	1 84, 36
4605	Collierstown to Rapp's Mills .....	Jacob M. Potter .....	74 50	71
4605	do .....	do .....	74 50	71
4611	Staunton to Cedar Grove Mills .....	Giles A. Jackson .....	374 00	1 19
5247a	Fayetteville to Clark's Mills .....	M. G. McKenzie .....	339 00	3 25
8730b	Belton to Lampasas .....	Wills & Houston .....	598 00	5 75

WEEK ENDING SATURDAY.

2453	Carlisle and Mountain Creek .....	South Mountain Railroad Company.	\$450 00	\$0 72
2552	Lancaster and Honey Brook .....	A. F. Sweigart .....	787 00	1 36
2651	Allentown and Neffa .....	J. E. Kemp .....	424 00	1 55
2640	Port Royal and Concord .....	B. F. Crouse .....	505 00	1 61
2640	do .....	do .....		
2649	Millertown and Ickesburgh .....	S. L. Rice .....	293 00	95
2853	Mechanicsburgh and Eiders .....	C. Scripture .....	730 00	2 30
2865	Wrightsville and Castle Fin .....	Dinan & Ramsay .....	757 00	2 42
2882	New Oxford to Mount Holly Springs .....	R. Haywood .....	1, 196 00	1 91
2935	Bedford and McKee's Gap .....	J. Convery .....	1, 395 00	2 30
2953	Somerset and Johnstown .....	Picking, Sayder & Parsons .....	933 00	1 42
2953	do .....	do .....		
2954	do .....	do .....	933 00	1 42
3070	Clearfield and Round Island .....	R. Haywood .....	915 00	
3079	do .....	do .....		
3086	Curwinstown and Grant .....	do .....	1, 207 00	3 28
3402	Delmar and Crisfield .....	Eastern Shore Railroad Company of Maryland .....	2, 375 00	3 80
4716	Charlottesville to Columbia .....	D. J. King .....	647 00	2 07
5022	Konansville to Onslow Court-House .....	Margaret E. Maxwell .....	445 00	4 05
5029	Whitesville to Little River .....	John H. Dixon .....	468 00	4 50
5030	Fair Bluff to Bull Creek .....	Martha Smith .....	1, 050 00	5 04
5080	Pittsborough to Egypt Depot .....	E. T. Clemmons .....	298 00	1 41
5084	Reed Creek to Carthage .....	James A. Cole .....	189 00	1 21
5088	Hillsborough to South Boston Depot .....	C. M. Conklin .....	558 92	\$1 89, 0 26
5096	Bostick's Mills to Troy .....	Larkin Brewer .....	418 00	2 09
5107	Reidsville to Hillsdale .....	George H. Holderly .....	170 00	1 61
5109	Madison to Mount Airy .....	James P. Williams .....	295 00	2 53
5109	do .....	do .....		

a Remit \$6.50, the deduction made May 29, (report May 31, 1873,) it now appearing from late  
 b Remit \$5.75, the deduction reported to Auditor October 25, 1873, the postmaster of Belton having

made from their pay, &amp;c.—Continued.

NOVEMBER 22, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
August 29, 1873 .....	Rocky Mount .....	Va .....	Failed to arrive .....	.....	\$1 61
August 21, 1873 .....	Salem .....	Va .....	do .....	.....	2 40
September 19, 1873 .....	Pittsylvania .....	Va .....	do .....	.....	2 79
September 12, 19, 1873 .....	Spring Garden .....	Va .....	do .....	.....	1 84
May 10, 1873 .....	Pearisburgh .....	Va .....	Failed to arrive; went 4 miles.	.....	8 16
August 1, 29, 1873 .....	Rocky Mount .....	Va .....	Failed to arrive .....	.....	2 88
August 30, 1873 .....	Hiawatha .....	Kans .....	do .....	.....	5 90
August 2, 1873 .....	Falls City .....	Kans .....	do .....	.....	3 64
August 19, 1873 .....	Cawker City .....	Kans .....	do .....	.....	3 26
July 26; Sept. 12, 1871 .....	Eastlville .....	Va .....	do .....	.....	2 82
August 28, 1873 .....	Pattonsville .....	Va .....	do .....	.....	1 80
February 6, 13, 1873 .....	Richland .....	Va .....	do .....	.....	3 19
July 25, 1873 .....	Marion .....	Va .....	do .....	.....	.....
From June 17 to 30, inclusive.	Between Richland, Marion, and Newcastle.	Va .....	No service .....	.....	.....
Quarter end'g Sept. 30, '73 .....	do .....	Va .....	do .....	.....	20 83
Quarter end'g Dec. 31, '73 .....	Between Richland, Marion, and Oak Dale.	Va .....	do .....	.....	12 00
Quarter end'g Mar. 31, '73 .....	do .....	Va .....	do .....	.....	13 00
From July 1 to September 14, 1873.	Between Cedar Grove Mills and Brownsburgh.	Va .....	do .....	.....	13 54
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

NOVEMBER 29, 1873, INCLUSIVE.

Aug. 12, 1873 .....	Pa .....	Failed to perform service .....	.....	\$1 44
Aug. 14, 22; Sept. 5, 1873 .....	New Holland .....	Pa .....	Failed to arrive and depart .....	3 48
Aug. 13, 1873 .....	Pa .....	Failed to perform service .....	.....	3 10
July 1 to 31; Aug. 7, 14, '73 .....	Concord .....	Pa .....	Failed to arrive .....	27 37
Aug. 15, 1873 .....	Port Royal .....	Pa .....	do .....	1 90
Aug. 14, 1873 .....	Pa .....	Failed to perform service .....	.....	2 30
Aug. 15, 1873 .....	Etters .....	Pa .....	Failed to arrive .....	4 84
Sept. 2, 4, 1873 .....	Castle Pin .....	Pa .....	do .....	1 21
Aug. 14, 1873 .....	Bet. York Sulphur Springs, and Mount Holly Springs.	Pa .....	Failed to perform service .....	.....
July 11, 16, 26, 28, 30, 1873 .....	Imertown .....	Pa .....	Failed to supply .....	\$1 25
Aug. 13, 15, 1873 .....	Somerset .....	Pa .....	Failed to arrive .....	10 00
Quarter ending Sept. 30, 1873.	do .....	Pa .....	Failed to arrive in contract time.	2 98
Aug. 15; Sept. 9, 1873 .....	do .....	Pa .....	Failed to arrive .....	2 98
Aug. 15, 1873 .....	Salt Lick .....	Pa .....	do .....	5 40
Aug. 16, 1873 .....	Clearfield .....	Pa .....	do .....	.....
Aug. 2, 5, 7, 9, 13, 14, 15, 16, 18, 19, 21, 22, 26, 28, 30, 1873; Sept. 2, 4, 6, 8, 11, 13, 16, 18, 20, 23, 24, 27, 30, 1873.	New Washington.	Pa .....	Failed to supply .....	14 50
Aug. 20, 21, 22, 1873 .....	Del .....	Failed to perform service .....	.....	22 80
Aug. 27, 1873 .....	Charlottesville .....	Va .....	Failed to arrive .....	2 07
July 21, 1873 .....	Kenansville .....	N. C .....	Failed to arrive; traveled 37 miles.	1 28
Sept. 26, 1873 .....	Little River .....	N. C .....	Failed to arrive; traveled 25 miles.	2 90
Sept. 25, 1873 .....	Fair Bluff .....	N. C .....	Failed to arrive .....	5 04
Aug. 19, 21, 1873 .....	Egypt Depot .....	N. C .....	do .....	2 82
Aug. 22, 29, 1873 .....	Carthage .....	N. C .....	do .....	3 62
Aug. 6, 1873 .....	Hillsborough .....	N. C .....	do .....	1 89
Quarter ending Sept. 30, '73 .....	Butler's Ford .....	N. C .....	Failed to supply .....	3 00
Aug. 20, 1873 .....	Hillsdale .....	N. C .....	Failed to arrive .....	1 63
Sept. 10, 1873 .....	Madison .....	N. C .....	do .....	5 66
Sept. 11, 1873 .....	Mount Airy .....	N. C .....	do .....	.....

evidence received that there were no failures January 17 and February 14, 1873, as reported. certified to arrival of mail at his office on the 30th of September, 1873.

*Fines imposed on contractors and deductions:*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-rp.
5181	Rutherfordton to Greenville Court-House.	Andrew R. Eaves .....	\$344 00	\$3 30
5165	Rutherfordton to Columbus .....	William O. Wallace .....	119 68	1 15
5166	Rutherfordton to Spartanburgh Court-House.	John McAllen .....	219 00	2 10
5173	Morganton to Elizabethton .....	D. C. Dunn .....	796 25	3 22
5192	Burnsville to Elizabethton .....	P. Williams .....	287 00	2 75
5203	Marshall to Greeneville, Tenn.	Hiram B. Phillips .....	245 00	2 35
5210	Casher's Valley to Clayton .....	H. Bumgarner & P. McCall .....	245 00	2 35
5213	Charlotte to Statesville .....	Atlanta, Tennessee and Ohio Railroad Company.	1,938 00	3 10
5213	do .....	do .....		
5190	Salem to Reidsville .....	B. F. Foy .....	1,692 96	\$2 52, 1 45
5238	Bakersville to Cranberry Forge .....	Robert McInturff .....	249 00	2 39
5238	do .....	do .....		
5238	do .....	do .....	249 00	2 39
5238	do .....	do .....		
5246	Manson to Clarksville .....	Armstead King .....	624 00	2 00
2831	New Berlin and Middleburgh .....	I. Yoder & D. Mitchell .....	460 00	75
2838	Mifflintown and Selin's Grove .....	L. Holmes .....	945 00	1 51
2838	do .....	do .....		
2838	do .....	do .....		
2838	do .....	do .....		
2838	do .....	do .....		
2838	do .....	do .....		
2838	do .....	do .....		
2838	do .....	do .....		
2868	York and Slate Hill .....	L. W. Wise .....	598 00	1 91
2857	Carlisle to Landisburgh .....	W. H. Rice .....	687 00	1 10
2885	Gettysburgh and Hunter's Run .....	Zeigler & Holtzworth .....	903 00	1 44
2883	Richmond Furnace and Burnt Cabins .....	L. G. Leedy .....	600 00	96
2888	do .....	do .....		
2889	Chambersburgh and Bedford .....	Barclay & Shoemaker .....	2,865 00	4 39
2899	Reedsville and Mill Creek .....	I. M. Bullick .....	875 00	
2906	Three Springs and Sipe's Mills .....	J. Mellott .....	108 00	
2909	Orbisonia and McCannellsburgh .....	W. Polk .....	361 00	
2913	Spruce Creek and Centre Hall .....	H. McManigoll .....	1,900 00	1 92
3107	Clarion and Tionesta .....	H. A. T. Loomis .....	799 00	2 58
3110	Caledonia and Driftwood .....	L. Winslow .....	650 00	2 02
3157	Industry and Harshaville .....	J. M. Barnes .....	280 00	92
3218	Decatur and Painter .....	C. Henza .....	100 00	32
3218	do .....	do .....		
3405	Wilmington and Landenberg .....	Pennsylvania, Wilmington and Western Railroad Company.	781 20	1 41
8720	McKinney to Denton .....	John Kattan, sr. ....	845 00	4 08
6155	Atlanta to Douglasville .....	M. J. Harris .....	444 00	4 37
6205	Cleveland to Haysville .....	John H. Holmes .....	297 00	2 35
13936	Owego to Breckinridge, Minn. ....	David McCauley .....	858 00	8 25
5715a	Yorkville to Charlotte .....	Miles Johnson .....	370 00	2 59

a Remit \$31.00 of the deduction of October 24, (report October 25, 1873.) It appears in evidence that having no mail-bag.

made from their pay, &amp;c.—Continued.

NOVEMBER 22, 1873, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	Stato.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
July 11, 1873 .....	Greenville C. H.	N. C.	Failed to arrive; traveled 9 miles.		\$5 44
Aug. 12, 19, 1873 .....	Rutherfordton ..	N. C.	Failed to arrive; traveled 5 miles each time.		3 48
Aug. 19; Sept. 16, 1873 ..	Spartanburgh Court-House.	N. C.	Failed to arrive .....		4 20
May 9, 1873 .....	Elizabethton ..	N. C.	do .....		3 82
May 9, 1873 .....	do .....	N. C.	do .....		2 15
July 4, 11, 14, 25; Aug. 1, 8, 1873 .....	Greenville .....	Tenn.	Failed to arrive; came 30 miles.		8 04
Aug. 16, 1873 .....	Clayton .....	N. C.	Failed to arrive .....		1 68
July 29, 30, 31; Aug. 1, 2, 4, 1873 .....	Charlotte .....	N. C.	do .....		
July 29, 30, 31; Aug. 1, 2, 4, 1873 .....	Statesville .....	N. C.	do .....		37 20
Aug. 18; Sept. 8, 1873 .....	Salem .....	N. C.	Failed to arrive; came within 4 miles.		4 24
July 4, 1873 .....	Bakersville .....	N. C.	Failed to commence service.		9 58
July 3, 10, 17, 1873 .....	Cranberry Forge ..	N. C.	do .....		
Jan. 1, 8, 1873 .....	Bakersville .....	N. C.	Failed to arrive .....		7 64
Feb. 13, 1873 .....	do .....	N. C.	Failed to arrive; went 12 miles.		
July 15; Aug. 20; Sept. 26, 1873 .....	Manson .....	N. C.	Failed to arrive .....		6 00
Aug. 14, 1873 .....	Pa. ....	Pa.	Failed to perform service		1 50
July 5, 1873 .....	Selin's Grove ..	Pa.	Failed to deliver mail ..		
July 7, 1873 .....	do .....	Pa.	Failed to depart .....		
Aug. 13, 14, 1873 .....	do .....	Pa.	Failed to arrive .....	\$2 00	6 04
Aug. 9, 15, 1873 .....	Mifflintown .....	Pa.	do .....		
July 9, 17; Aug. 5, 6, 11, 12, 22, 23, 25; Sept. 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 1873.	Selin's Grove ..	Pa.	Failed to arrive in contract time.	6 60	
July 15, 17; Aug. 21, 1873	Mifflintown .....	Pa.	do .....		
July 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 28, 31; Aug. 2, 5, 7, 9, 12, 14, 16, 18, 21, 23, 26, 28, 30; Sept. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27, 30, 1873.	Slate Hill .....	Pa.	do .....	20 00	
Aug. 14, 1873 .....	Pa. ....	Pa.	Failed to perform service on 194 miles.		1 48
Aug. 8, 1873 .....	Hunter's Run ..	Pa.	Failed to arrive .....		1 44
Sept. 10, 1873 .....	Burnt Cabins ..	Pa.	do .....		1 92
Sept. 11, 1873 .....	do .....	Pa.	Failed to depart .....		
July 1; Aug. 13; Sept. 4, 5, 1873 .....	Bedford .....	Pa.	Failed to arrive .....		18 36
Aug. 14, 1873 .....	Mill Creek .....	Pa.	do .....		1 36
Aug. 14, 1873 .....	Between Huston-town and Three Springs.	Pa.	Failed to perform service.		1 00
July 17; Aug. 14, 1873 .....	Between Orblonia and Fort Littleton.	Pa.	do .....		2 68
Aug. 15, 1873 .....	Centre Hall .....	Pa.	Failed to arrive .....		1 92
Mar. 10, 11, 12, 13, 14, 15; Apr. 7, 8, 9, 10, 11, 12, 16, 19, 25; May 10, 20, 23; June 19, 20, 26, 30; July 14, 1873.	Nebraska .....	Pa.	Failed to supply .....	9 20	
Aug. 20, 28, 1873 .....	Caledonia .....	Pa.	Failed to arrive .....		4 16
From Jan. 1 to Aug. 31, '73	Holt .....	Pa.	Failed to supply .....	11 40	
July 1, 8, 15, 22, 1874	Painter .....	Pa.	Failed to arrive .....		1 92
July 1, 3, 1873	Decatur .....	Pa.	do .....		
From Aug. 1 to Oct. 21, '73	Del. ....	Del.	Failed to perform service.		194 58
Oct. 7, 1873 .....	Little Elm .....	Tex.	But one supply .....	32 48	
Quarter ending Sept. 30, '73	Ga. ....	Ga.	No service reported ..		111 00
Quarter ending Sept. 30, '73	Ga. ....	Ga.	do .....		74 25
Quarter ending Sept. 30, '73	Dak. ....	Dak.	No service during the quarter.		214 50

service was performed faithfully, excepting one trip lost by reason of high water, and six trips by

*Fines imposed on contractors and deductions*

## WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
4520	Davis Mills to Union Hall.....	James L. Patterson .....	\$216 67	\$2 07
6510	Camp Izard to Bay Port .....	Joseph Brooks .....	598 00	5 75
13884	Little Sauk to Spruce Hill.....	J. E. Powers .....	425 00	2 00
13884	do .....	do .....		
6497a	Manatee to Pine Level .....	James McKay .....	993 00	9 54
6497b	do .....	do .....	993 00	9 54
8604c	Clinton to Port Hudson .....	George A. Neafus, agent.....	630 00	2 02
8664d	Tyler to Corsicana .....	G. B. Walker .....	2,550 00	12 27
8746e	Floresville to Sutherland .....	A. G. Pickett .....	430 00	1 44

## WEEK ENDING SATURDAY.

4731	Heathsville to Burgess's Store.....	Joseph H. Edwards .....	\$70 00	\$0 31
4734	Baptist Valley to Knob .....	William Altizer .....	114 00	1 09
5273	Hookerton to Greenville .....	Joseph A. Potter .....	299 00	2 27
671f	New Bedford to Edgartown .....	Meliah Lawrence .....	2,000 00	3 20
671g	do .....	do .....	2,000 00	3 20
671h	do .....	do .....	2,000 00	3 20
671i	do .....	do .....	2,000 00	3 20
671j	do .....	do .....	2,000 00	3 20
671k	do .....	do .....	2,000 00	3 20
671l	do .....	do .....	2,000 00	3 20
6115m	Homerville to Jacksonville .....	Erie Edwards .....	595 00	5 12
11186n	State Centre to Iowa Falls .....	Michael Kelly .....	890 00	4 27
3110	Caledonia and Driftwood .....	L. Winslow .....	650 00	2 04
3690	Lake Roland and Stevenson's Station.....	W. Abernathy .....	389 00	62
7546	Smithfield and Gains .....	Isaac E. Hardy .....	4,660 00	7 79

## WEEK ENDING SATURDAY.

8630	Henderson to Overton.....	Nathaniel S. Wheeler .....	\$900 00	\$4 32
8512	Indianola to Corps Christi .....	F. P. Sawyer .....	8,470 00	27 14
7815	Rockport to Centre Point .....	R. S. Van Wey, Jr .....	1,300 00	12 50
7815	do .....	do .....		
3040	Pittsburgh and Prospect .....	S. Hare & Son .....	2,015 00	3 22

## WEEK ENDING SATURDAY.

4308	Peerysville to mouth of Bradshaw Creek .....	A. D. Beaver .....	\$90 00	\$0 86
4439	Bayneville to Farmer's Fork .....	R. C. Hammack .....	250 00	1 20
7523	Judsonia to Batesville.....	Newell & Batsford .....	4 80	4 61
7523	do .....	do .....		

- a Remit \$248.25, the deduction ordered November 9, 1872, James McKay not having been a contractor  
b Remit \$744.75, the deduction ordered October 25, 1873, James McKay not having been a contractor  
c Remit \$8.08, the deduction reported to Auditor October 11, 1873, the postmaster at Clinton having  
d Remit \$12.27, the deduction reported to Auditor October 25, 1873, the postmaster at Corsicana having  
e Remit \$3.76, the deduction reported to Auditor October 25, 1873. The postmaster at Sutherland  
f Remit \$23.40, the deduction reported to Auditor January 21, 1871. Stormy route, dangerous to run.  
g Remit \$12.80, the deduction reported to Auditor January 27, 1872. Failures unavoidable. Naviga  
h Remit \$59.60, the deduction reported to Auditor May 18, 1872. Navigation perilous in stormy  
i Remit \$3.30, the deduction reported to Auditor July 13, 1872. Navigation impracticable. Storms  
j Remit \$28.80, the deduction reported to Auditor February 15, 1873. Navigation across the sound  
k Remit \$51.20, the deduction reported to Auditor May 3, 1873. Impossible to cross the sound, on  
l Remit \$6.40, the deduction reported to Auditor August 9, 1873. Failures unavoidable by reason of  
m Remit \$48.60 of the deduction of October 24, (report October 25, 1873.) The postmaster at Jackson  
owing to high water, could not cross the river.  
n Remit \$7.32 of the deduction made November 10, (report November 22, 1873,) satisfactory evidence

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**DECEMBER 6, 1873, INCLUSIVE.**

**DECEMBER 13, 1873, INCLUSIVE.**

DECEMBER 20, 1873, INCLUSIVE.

**DECEMBER 27, 1873, INCLUSIVE.**

nor an accepted bidder on this route between July 1 and October 1, 1872.  
nor an accepted bidder on this route between October 1, 1872, and June 30, 1873.  
certified that the appropriate number of trips were made in quarter ending September 30, 1873.  
certified that the trip of July 29, 1873, was made, though after schedule-time, for unavoidable causes.  
Springs certifies that no failures occurred July 2 and 4, 1873.

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## FINES AND DEDUCTIONS.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4716a	Charlottesville to Columbia .....	D. J. King .....	\$674 00	89 07
7505b	White River to Vicksburgh .....	Bodina C. Peterson .....	27,000 00	28 54
8007c	Brashear to Saint Martinsville .....	James B. Price .....	17,857 00	25 62
8593d	Corleona to Meridian .....	James L. L. McCall .....	970 00	2 32
6689	Jasper to Arkadelphia .....	J. J. Hinds .....	864 00	2 80
6175	Jaynesborough to Mobly Pond .....	Robert D. Sharpe .....	396 00	3 80
6217	Madison to Monticello .....	James Tyson .....	468 00	4 30
6709	Carthage to Greensborough .....	J. W. Bird and J. P. Hunt .....	920 00	2 94
6631	Glenville to Eufaula .....	D. C. Whiting .....	245 00	2 35

WEEK ENDING SATURDAY.

6425	Pensacola to Milton .....	Alfred Holly .....	\$839 00	\$1 50
6430	Marianna to Milton .....	James D. Freeman .....	1,628 40	7 83
6674	Pikeville to Vernon .....	J. J. Hinds .....	617 83	3 11
14089	Neosho Falls to New Albany .....	James A. Hawkes .....	538 00	2 52
14132	Solomon to Stockton and Cawker City and Graham .....	H. Tisdale .....	7,958 00	.....
14152	Waterville to New Scandinavia .....	V. W. Parker .....	1,350 00	4 32
14173	Girard to Jacksonville .....	J. A. Hawkes .....	264 00	2 33
14177	New Albany to Independence .....	J. W. Parker .....	260 00	2 50
14205	Concordia to Cawker City .....	Cyrus E. Gaylord .....	1,383 00	4 43
14477	Rule to Bigelow .....	S. P. Wheeler .....	535 00	1 65
14477	do .....	do .....	.....	.....
6634	Athens to Florence .....	Sarah A. Gracy .....	700 00	3 36
6634	do .....	do .....	.....	.....
6642	Dodsonville to Larkinsville .....	Lester Morris .....	75 00	36
6673	Pikeville to Aberdeen .....	B. D. Haney .....	450 00	4 32
6696	Fayette Court-house to Jonesborough .....	Matth J. Harris .....	880 00	8 46
6723	Buffalo to Wedowee .....	W. Brakefield .....	562 82	2 70
6798	Grove Hill to Linden .....	Jonathan Glass .....	990 00	4 76
6818	Bay Minette to Suggsville .....	O. Wilson .....	1,450 00	7 00
6854	Camden to Shiloh .....	H. S. Brooks .....	490 00	4 71
6887	Opelika to Dudleyville .....	George W. Hearn .....	300 00	2 66
6914	Mount Pleasant to Camden .....	M. J. Harris .....	1,280 00	6 15
8031e	Red River Landing to Alexandria .....	Peterson & Suris .....	16,818 75	26 93
8396f	Corleona to Sulphur Springs .....	J. J. and J. M. Fain .....	990 00	9 54
8638g	Nacogdoches to Zavala .....	do .....	990 00	9 52

WEEK ENDING SATURDAY.

7507	Pine Bluff to Little Rock .....	J. M. Tebbetts .....	\$5,000 00	\$23 84
8089	New Iberia to Orange .....	J. B. Price .....	9,980 00	31 99
8114	Lake Charles to Cameron .....	do .....	4,880 00	23 46
8114	do .....	do .....	.....	.....

a Remit \$2.07, the deduction made November 22, (report November 29, 1873,) it now appearing by late  
b Remit \$506.78 of the deduction reported October 15, (report October 18, 1873,) it appearing from certificates were made by misapprehension in relation to the carrying performed by the Saint Louis steam-  
c Remit \$373.79, the balance of fine reported October 11, 1873, the order for extending steamboat-  
mened.

d Remit \$43.45 of the deduction reported July 11, (report July 12, 1873,) it appearing from certificate within 18 miles of Meridian.

e Remit \$269.50, the deduction reported to Auditor October 18, 1873, the postmasters at Red River failures were reported upon monthly registers, and that no actual failure occurred in arrivals and  
f Remit \$228.50, the deduction reported to Auditor October 25, 1873, contract having been annulled

Remit \$28.56 of the deduction reported to Auditor October, 25, 1873, the postmaster at Zavala hav-



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**JANUARY 3, 1874, INCLUSIVE.**

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Oct. 27, 29, 1873		Ala.	Failure on entire route . . .		\$11 20
Nov. 27, 1873		Ga.	Failure of one trip . . .		7 60
Dec. 12, 1873		Ga.	do . . .		9 00
Oct. 17, 1873		Ala.	Failure on entire route . . .		5 88
Oct., 1873		Ala.	Failure of 4 trips . . .		18 80

Nov. 25, 27, 28, 1873 .....	Milton .....	Fla .....	Failure to arrive .....	\$4 50
Oct. 2, 1873 .....	do .....	Fla .....	do .....	7 23
Months of Oct., Nov., and Dec., 1873 .....	do .....	Ala .....	Failure of respectively 4, 6, and 6 trips .....	99 52
Nov. 10, 1873 .....	New Albany .....	Kans .....	Failed to arrive .....	2 58
From Oct. 20 to Dec. 31, 1873 .....	Between Logan and Graham .....	Kans .....	Failed to perform service .....	61 00
Nov. 19, 1873 .....	New Scandinavia .....	Kans .....	Failed to arrive .....	4 39
Quarter ending Dec. 31, 1873 .....	Green Elm .....	Kans .....	Two failures to supply .....	\$5 00
Sept. 27, 1873 .....	New Albany .....	Kans .....	Failed to arrive .....	2 50
From Dec. 6 to 11, 1873 .....	Atheus .....	Kans .....	Failed to supply .....	5 00
Nov. 22, 29, 1873 .....	Rulo .....	Nebr .....	Failed to arrive .....	3 40
Nov. 28, 29, 1873 .....	Bigelow .....	Nebr .....	do .....	} 29 04
Oct. 27, 30, 1873 .....	Atheus .....	Ala .....	Failure to arrive .....	
Nov. 17, 24, 27: Dec. 8, 11, 15, 16, 22, 25 1873 .....	do .....	Ala .....	Failure on 16 miles of route .....	
Quarter ending Dec. 31, 1873 .....	do .....	Ala .....	Failure of 2 trips .....	1 44
Oct. 22, 29; Nov. 25, 1873 .....	do .....	Ala .....	Failure on entire route .....	25 92
From Nov. 4 to Dec. 31, 1873 .....	Sheffield .....	Ala .....	Failure to supply .....	5 00
Dec. 5, 1873 .....	Wedgee .....	Ala .....	Failure to arrive .....	2 70
Oct. 10, month of Dec., 1873 .....	Grove Hill .....	Ala .....	Failure to arrive; 2 half- trips lost .....	9 52
Oct. 29, 1873 .....	Bay Minette .....	Ala .....	Failure to arrive .....	7 00
Dec. 18, 25, 1873 .....	do .....	Ala .....	Failure on entire route .....	18 84
Between Oct. 1 and 10, 1873 .....	do .....	Ala .....	Failure of 2 trips .....	11 52
Oct. 21; Nov. 18, 1873 .....	Camden .....	Ala .....	Failure to arrive .....	12 30
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....

Dec. 5, 19, 1873.....	Little Rock .....	Ark .....	Failed to arrive .....	\$57 68
Dec. 5, 7, 1873.....	New Iberia .....	La .....	Failed to arrive; traveled 65 miles.	75 23
Dec. 17, 19, 1873.....	Lake Charles .....	La .....	Failed to arrive .....	93 84
Dec. 16, 12, 1873.....	Cameron .....	La .....	do .....	

of postmaster at Towash that the trips charged as failures at Meridian were all performed to

Landing and Alexandria having certified that service was performed by steamboats upon the days that departures of the mails during the quarter ending September 30, 1873.

ing certified that service was regularly performed by temporary carrier after August 25, 1873.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4716a	Charlottesville to Columbia .....	D. J. King .....	\$674 00	\$33 07
7505b	White River to Vicksburgh .....	Bodina C. Peterson .....	27,000 00	26 54
8007c	Brahear to Saint Martinville .....	James B. Price .....	17,857 00	23 62
8595d	Corlucana to Meridian .....	James L. L. McCall .....	970 00	9 32
6689	Jasper to Arkadelphia .....	J. J. Hinds .....	864 00	2 20
6175	Haynesborough to Mobly Pond .....	Robert D. Sharpe .....	396 00	3 00
6217	Madison to Monticello .....	James Tyson .....	468 00	4 50
6708	Carthage to Greensborough .....	J. W. Bird and J. P. Hunt .....	920 00	2 24
6831	Glenville to Eufaula .....	D. C. Whiting .....	245 00	2 35

WEEK ENDING SATURDAY.

6425	Pensacola to Milton .....	Alfred Holly .....	\$939 00	\$1 50
6430	Marianna to Milton .....	James D. Freeman .....	1,628 40	7 83
6874	Pikeville to Vernon .....	J. J. Hinds .....	617 83	3 11
14089	Neosho Falls to New Albany .....	James A. Hawkes .....	538 00	2 52
14132	Solomon to Stockton and Cawker City and Graham .....	H. Tisdale .....	7,958 00	4 32
14152	Waterville to New Scandinavia .....	V. W. Parker .....	1,350 00	4 32
14173	Girard to Jacksonville .....	J. A. Hawkes .....	264 00	2 33
14177	New Albany to Independence .....	J. W. Parker .....	260 00	2 50
14205	Concordia to Cawker City .....	Cyrus E. Gaylord .....	1,353 00	4 43
14477	Rule to Bigelow .....	S. P. Wheeler .....	535 00	1 85
14477	do .....	do .....		
6634	Athens to Florence .....	Sarah A. Gracy .....	700 00	3 36
6634	do .....	do .....		
6642	Dodsonville to Larkinsville .....	Lester Morris .....	75 00	36
6673	Pikeville to Aberdeen .....	B. D. Hauey .....	450 00	4 32
6696	Fayette Court-house to Jonesborough .....	Matth J. Harris .....	820 00	8 46
6723	Buffalo to Wedowee .....	W. Brakefield .....	562 22	2 70
6798	Grove Hill to Linden .....	Jonathan Glass .....	990 00	4 76
6818	Bay Minette to Suggsville .....	O. Wilson .....	1,450 00	7 00
6854	Camden to Shiloh .....	H. S. Brooks .....	490 00	4 71
6987	Opelika to Dudleyville .....	George W. Hearn .....	300 00	2 68
6914	Mount Pleasant to Camden .....	M. J. Harris .....	1,220 00	6 15
8031a	Red River Landing to Alexandria .....	Peterson & Suris .....	16,818 75	26 25
8596f	Corlucana to Sulphur Springs .....	J. J. and J. M. Fain .....	990 00	9 50
8638g	Nacogdoches to Zavala .....	do .....	990 00	9 52

WEEK ENDING SATURDAY.

7507	Pine Bluff to Little Rock .....	J. M. Tebbetts .....	\$6,000 00	\$23 24
8089	New Iberia to Orange .....	J. B. Price .....	9,980 00	31 99
8114	Lake Charles to Cameron .....	do .....	4,890 00	23 46
8114	do .....	do .....		

a Remit \$2.07, the deduction made November 22, (report November 29, 1873,) it now appearing by late  
b Remit \$606.78 of the deduction reported October 15, (report October 18, 1873,) it appearing from cer-  
failures were made by misapprehension in relation to the carrying performed by the Saint Louis steam-  
c Remit \$373.79, the balance of fine reported October 11, 1873, the order for extending steamboat-  
mened.

d Remit \$43.45 of the deduction reported July 11, (report July 12, 1873,) it appearing from certificate  
within 18 miles of Meridian.

e Remit \$269.50, the deduction reported to Auditor October 18, 1873, the postmasters at Red River  
failures were reported upon monthly registers, and that no actual failure occurred in arrivals and  
f Remit \$228.50, the deduction reported to Auditor October 25, 1873, contract having been annulled  
g Remit \$23.56 of the deduction reported to Auditor October, 25, 1873, the postmaster at Zavala hav-

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**JANUARY 3, 1874, INCLUSIVE.**

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Oct. 27, 29, 1873		Ala.	Failure on entire route....		\$11 20
Nov. 27, 1873		Ga.	Failure of one trip.....		7 60
Dec. 12, 1873.		Ga.	do do.....		9 00
Oct. 17, 1873		Ala.	Failure on entire route....		5 88
Oct., 1873		Ala.	Failure of 4 trips.....		18 80

Nov. 25, 27, 28, 1873	Milton	Fla	Failure to arrive	\$4 50
Oct. 2, 1873	do	Fla	do	7 23
Months of Oct., Nov., and Dec., 1873		Ala	Failure of respectively 4, 6, and 6 trips,	99 32
Nov. 10, 1873	New Albany	Kans	Failed to arrive	2 58
From Oct. 20 to Dec. 31, 1873	Between Logan and Graham	Kans	Failed to perform service	61 00
Nov. 19, 1873	New Scandinavia	Kans	Failed to arrive	4 32
Quarter ending Dec. 31, 1873	Green Elm	Kans	Two failures to supply	\$5 00
Sept. 27, 1873	New Albany	Kans	Failed to arrive	2 50
From Dec. 6 to 11, 1873	Athens	Kans	Failed to supply	5 00
Nov. 24, 29, 1873	Rulo	Nebr	Failed to arrive	3 40
Nov. 28, 29, 1873	Bigelow	Nebr	do	
Oct. 27, 30, 1873	Athens	Ala	Failure to arrive	29 04
Nov. 17, 24, 27; Dec. 8, 11, 15, 16, 22, 25 1873	do	Ala	Failure on 16 miles of route	
Quarter ending Dec. 31, 1873		Ala	Failure of 2 trips	1 44
Oct. 22, 29; Nov. 25, 1873		Ala	Failure on entire route	25 92
From Nov. 4 to Dec. 31, 1873	Sheffield	Ala	Failure to supply	5 00
Dec. 5, 1873	Wedowee	Ala	Failure to arrive	2 70
Oct. 10, month of Dec., 1873	Grove Hill	Ala	Failure to arrive; 2 half-trips lost	9 52
Oct. 29, 1873	Bay Minette	Ala	Failure to arrive	7 00
Dec. 18, 25, 1873		Ala	Failure on entire route	18 84
Between Oct. 1 and 10, 1873		Ala	Failure of 2 trips	11 52
Oct. 21; Nov. 18, 1873	Camden	Ala	Failure to arrive	12 30

Dec. 5, 19, 1873.....	Little Rock .....	Ark .....	Failed to arrive .....	\$57 88
Dec. 5, 7, 1873.....	New Iberia .....	La .....	Failed to arrive; traveled 65 miles.	75 23
Dec. 17, 19, 1873.....	Lake Charles .....	La .....	Failed to arrive .....	93 84
Dec. 16, 12, 1873.....	Cameron .....	La .....	do .....	

ing certified that service was regularly performed by temporary carrier after August 25, 1873.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
7032	Holly Springs to New Albany.....	Benjamin F. Phillips.....	\$1,042 50	\$3 34
7032	.....do.....	.....do.....		
7033	Holly Springs to Sardis.....	Bartley Bell.....	695 00	3 34
7044	Ripley to Booneville.....	J. E. Rogers.....	244 43	2 35
7067	Pittsborough to Houston.....	J. J. Covington.....	745 00	2 38
7087	.....do.....	.....do.....		
7124	Louisville to Brookville.....	M. A. Metts.....	390 00	3 75
7124	.....do.....	.....do.....		
7148	Raymond to Port Gibson.....	James Tyson.....	768 00	7 34
7148	.....do.....	.....do.....		
7154	Midway to Raymond.....	Orange Terrell.....	100 00	36
7154	.....do.....	.....do.....		
7195	Liberty to Fort Adams.....	F. Fortinberry.....	710 00	6 82
4702	Washington to Norfolk.....	George H. Plant & Co.....	6,000 00	28 74
7184	Columbia to Williamsburgh.....	J. M. Fortinberry.....	280 00	2 80
7184	.....do.....	.....do.....		
7194	Magnolia to Columbia.....	F. Fortinberry.....	790 00	3 75
7240	Monticello to Columbia.....	J. M. Fortinberry.....	289 00	2 77
8050	Farmersville to Homer.....	Hugh C. Glasson.....	650 00	6 25
8051	Homer to Natchitoches.....	Christopher Chaffee.....	2,463 00	11 54
8069	Alexandria to Homer.....	John W. McCord.....	1,500 00	14 42
8097	Farmersville to El Dorado.....	John H. Gansel.....	450 00	4 32
8100	Homer to El Dorado.....	James M. McDade.....	649 00	6 34
8100	.....do.....	.....do.....		
8110	Farmersville to Pigeon Hill.....	William S. Rainey.....	530 00	5 00
9121	Zanesville to McConnellsville.....	Porter & Pyle.....	1,340 00	2 22
9127	Coshocton to New Castle.....	Hiram Wilson.....	450 00	2 16
9144	Jefferson to Bazetta.....	L. A. Percy.....	980 00	1 57
9196	Cleveland to Copley.....	Rufus Haywood.....	948 00	3 08
9196	.....do.....	.....do.....		
9200	Jefferson to Geneva.....	Ansel Udell.....	500 00	10
9200	.....do.....	.....do.....		
9203	Jefferson to Lineville Station.....	Lucas Thompson.....	708 72	2 30
9203	.....do.....	.....do.....		
9218	Millersburgh to Canal Dover.....	A. R. Smith.....	722 58	2 32
9251	New Lexington to Chauncey.....	David Blackwood.....	444 00	2 13
9378	Bellevue to West Lodi.....	Anderson Arnot.....	740 00	1 19
9378	.....do.....	.....do.....		
9396	Defiance to Delphos.....	R. H. McCleave.....	399 00	3 85
9396	.....do.....	.....do.....		
9475	Marietta to Cow Run.....	D. A. Baker, Jr.....	434 00	70
9475	.....do.....	.....do.....		
9479	New England to Coolville.....	F. S. Monahan.....	319 00	1 82
9479	.....do.....	.....do.....		
9499	Van Wert to Timberville.....	Joseph Pease.....	192 00	1 85
9499	.....do.....	.....do.....		
9500	Geneva to Morgan.....	Croesus Woodruff.....	696 00	1 11
9500	.....do.....	.....do.....		
5634	Lancaster to Jefferson.....	Silas Ingraham.....	324 00	3 11
10769	Fredericktown, Jackson, and Cape Girardeau.....	Anderson Arnot.....	907 75	\$2 32, 0 61
10769	.....do.....	.....do.....		
3078a	Curwensville and Grant.....	R. Haywood.....	1,905 00	3 86
3078b	.....do.....	.....do.....	1,905 00	3 86
4122c	Parkersburgh to Gallipolis.....	Parkersburgh and Ohio River Transportation Company.....	*30 00	15 00
7054d	Baldwyn to Pleasanton.....	W. P. Womack.....	399 00	3 83
13028e	Wilmot to Fox River.....	Charles B. Felt.....	120 00	19

\* Per trip.

a Remit \$24, the fine reported August 9, 1873, the failures having been caused by the total destruction of the bridge.  
b Remit \$14 50, the fine reported to Auditor November 29, 1873, for the same reason.  
c Remit \$195, the deduction reported to Auditor November 23, 1873, it now appearing that the service was not performed.  
d Remit \$3.83, the deduction reported to Auditor October 25, 1873. Postmaster at Baldwyn reports that the bridge was destroyed by fire.  
e Remit \$8.94, the deduction reported to Auditor May 3, 1873. Postmaster at Fox River reports that cause none were brought on the railroad. Postmaster at Wilmot reports no trains January 8, 9, 10, 11,

**JANUARY 17, 1874, INCLUSIVE—Cont'd.**

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Oct. 24; Nov. 24; Dec. 8, 1873.	Holly Springs ..	Miss	Failed to arrive .....	}	
Oct. 23; Nov. 24; Dec. 8, 31, 1873.	New Albany....	Miss	.....do .....		\$23 38
Nov. 24; Dec. 26, 30, 1873.	Sardis .....	Miss	.....do .....		10 02
Nov. 24, 1873	Ripley .....	Miss	.....do .....		2 35
Oct. 9, 13, 1873	Pittsborough ..	Miss	.....do .....	}	9 52
Oct. 9, 13, 1873	Honaton .....	Miss	.....do .....		
Dec. 23, 1873	Louisville .....	Miss	.....do .....		7 50
Dec. 23, 1873	Brookville .....	Miss	.....do .....		
Oct. 24, 1873	Raymond .....	Miss	.....do .....	}	14 76
Oct. 23, 1873	Port Gibson .....	Miss	.....do .....		
Dec. 20, 1873	Midway .....	Miss	.....do .....		1 92
Dec. 20, 1873	Raymond .....	Miss	.....do .....		
Nov. 5, 1873	Norfolk.	Miss	Failed totally on 45 miles	}	10 00
Dec. 23, 26, 1873.		Va	Failed to arrive		57 68
Oct. 31, 1873		Miss	Failed totally on 21 miles		6 33
Nov. 14, 1873		Miss	Failed to arrive		3 67
Nov. 24, 1873	Williameburgh	Miss	Failed totally on 23 miles	}	6 35
Oct. 10, 24; Nov. 10, 1873.		Miss	Failed to arrive		8 31
Nov. 25, 1873		Miss	Failed to arrive		11 84
Nov. 25, 1873		Miss	Failed to arrive		14 42
Nov. 27, 1873	Homer .....	La	do .....	}	4 32
Nov. 27, 1873	do .....	La	do .....		
Nov. 27, 1873	do .....	La	do .....		12 48
Nov. 27, 1873	do .....	La	do .....		5 00
Nov. 24, 1873	El Dorado .....	La	do .....	}	4 44
Dec. 5, 1873	Homer .....	La	do .....		2 15
Dec. 4, 1873	El Dorado .....	La	do .....		1 60
Nov. 24, 1873	Pigeon Hill .....	La	do .....		6 00
Dec. 13, 18, 1873.	McConnelsville	Ohio	Failure to arrive	}	4 00
Dec. 13, 1873	Coshocton .....	Ohio	do .....		
Dec. 13, 1873	Jefferson .....	Ohio	do .....		
Nov. 26, 1873	Cleveland .....	Ohio	do .....		
Nov. 27, 1873	Copley .....	Ohio	do .....	}	
Nov. 13, 27; Dec. 12, 13, 1873.	Jefferson .....	Ohio	do .....		
Dec. 20, 1873	Geneva .....	Ohio	do .....		
Nov. 19, 26; Dec. 12, 15, 1873	Steamburg .....	Ohio	do .....		
Nov. 20, 25, 27; Dec. 11, 1873.	Steamburg .....	Pa	do .....	\$10 00	
June, July, Aug., Sept., and Oct., 1873.	Barr's Mills ..	Ohio	Failure to visit, respectively, 9, 14, 13, 13, and 2 times.	15 00	
Oct. 14, 21, 28, 31, 1873.	New Lexington	Ohio	Failure to arrive	}	8 50
Dec. 13, 1873	Bellevue .....	Ohio	do .....		2 38
Dec. 13, 1873	West Lodi .....	Ohio	do .....		
Dec. 13, 21, 1873	Defiance .....	Ohio	do .....		7 70
Dec. 20, 1873	Charloe .....	Ohio	Failed to visit	}	2 80
Dec. 13, 15, 1873	Marietta .....	Ohio	Failure to arrive		
Dec. 13, 15, 1873	Cow Run .....	Ohio	do .....		
Dec. 6, 13, 1873	New England ..	Ohio	do .....		4 00
Dec. 6, 13, 1873	Coolville .....	Ohio	do .....	}	3 70
Dec. 6, 1873	Van Wert .....	Ohio	do .....		
Dec. 13, 1873	Timberville .....	Ohio	do .....		
Nov. 27; Dec. 19, 20, 1873.	Geneva .....	Ohio	do .....		6 66
Nov. 27; Dec. 11, 12, 1873.	Morgan .....	Ohio	do .....	}	1 80
Nov. 7, 1873	Fredericktown.	S. C.	Failure on 9 miles of route		
Dec. 25, 1873.		Mo	Failed to arrive.		5 04
Dec. 9, 12, 1873.	Jackson .....	Mo	Failed to connect.		

ice was performed in May and June, 1873.  
that the reported failure July 25, 1873, was an error and that no failure occurred on that day.  
contractor made his trips on January 13, 16, 17, 18, 23, 24, 25, 29, and 30, 1873, but brought no mails be-  
1873.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
2576	Hearne to Belton .....	B. F. Woodward .....	\$2,278 50	\$7 30
4725	Broadway Depot to Dovesville .....	U. Wittig .....	175 00	84
4725	.....do .....	.....do .....	175 00	84
4725	.....do .....	.....do .....		
7024	Vicksburgh to Greenwood .....	S. H. Parisott .....	7,500 00	36 05
7056	Fulton to Pikeville .....	J. J. Hinds .....	540 00	5 19
7056	.....do .....	.....do .....		
8006	New Orleans to Vicksburgh .....	George L. Kouns .....	19,980 00	96 06
6070	La Grange to Hamilton .....	Henry P. Pitchford .....	500 00	1 00
6094	Columbus to Lumpkin .....	Bragaw & Harris .....	869 00	4 17
6099	Americus to Lumpkin .....	.....do .....	940 00	4 51
6658	Somerville to Moulton .....	J. Dutton & G. W. Day .....	347 00	3 33
6737	Marion to Monroe .....	William H. Wilson .....	500 00	4 20
6798	Grove Hill to Linden .....	Jonathan Glass .....	990 00	4 76
6854	Camden to Shiloh .....	H. S. Brooks .....	490 00	4 71
6879	Jasper to Warrior's Station .....	George W. Day .....	311 93	3 00
6895	Rock Mills to Houston .....	George W. Taylor .....	195 00	1 22
12616	Imlay City to Kingston .....	N. R. Wells .....	515 91	1 05
12616	.....do .....	.....do .....		
12627	Port Sanilac to Austin .....	J. L. Jenks .....	3,000 00	4 50
12627	.....do .....	.....do .....		
12636	Worth to Bridgeport Centre .....	N. W. Vroman .....	634 00	2 00
12636	.....do .....	.....do .....		
12648	Bay City to Alpena .....	Solomon Gardner .....	8,000 00	11 30
12835	Traverse City to Glen Arbor .....	H. D. Campbell .....	618 00	2 97
12839	Detroit to Mackinaw .....	John Pridgeon .....	*10 00	
12839	.....do .....	.....do .....		
12841	Mackinaw to Cheboygan .....	Alfred Watson .....	890 00	4 28
12860	Houghton to Eagle Harbor .....	Jeremiah Cronin .....	890 00	1 28
12860	.....do .....	.....do .....		
12869	Port Austin to Bad Axe .....	Moses Sturtevant .....	600 00	1 92
12869	.....do .....	.....do .....		
12951	Manistee to Milwaukee .....	H. B. Wilkins .....	*30 00	
12951	.....do .....	.....do .....		
7509	White River to Jacksonport .....	John B. Davis .....	11,800 00	56 73
7510	Jacksonport to Powhatan .....	M. R. Harry .....	5,000 00	24 64
7515	Augusta to Briukley .....	John C. Bryan .....	792 00	3 89
7515	.....do .....	.....do .....		
7519	Pine Bluff to Princeton .....	Philip De You .....	600 00	5 77
7519	.....do .....	.....do .....		
7541	Pocahontas to Thomasville .....	Sam. O. Buckley .....	535 00	5 14
4342	Pocahontas to Pineville .....	Mount & Thompson .....	889 00	2 33
7543	Smithville to La Crosse .....	Joseph M. Stith .....	520 00	5 06
7546	Smithville to Gainesville .....	Isaac E. Hardy .....	4,960 00	7 79
7546	.....do .....	.....do .....		
7547	Batesville to Clinton .....	Mount & Gaylor .....	494 00	4 73
7548	Batesville to Marshall .....	Greenbury Greenhaw .....	1,334 00	7 37
7551	La Crosse to Riggsville .....	John M. Stith .....	500 00	2 00
7556	Searcy to Kinderhook .....	Mount & Sanders .....	419 00	4 03
7557	Beebe Station to Springfield .....	A. B. Gaylor .....	442 00	4 07
7562	Clinton to Russellville .....	Mount & Gaylor .....	450 00	4 22
7564	Marshall to Dover .....	James A. Ham .....	494 50	4 12
7565	Dover to Rally Hill .....	William Black .....	540 00	5 19
7568	Dardanelle to Waldron .....	Sevier Frost .....	624 00	6 00
7568	.....do .....	.....do .....		
7569	Yellville to Forsyth .....	Hiram J. Noe .....	750 00	3 60
7570	Yellville to Clinton .....	.....do .....	496 00	4 77
*371	Yellville to Fayetteville .....	.....do .....	2,450 00	7 65

\* Round trip.

## FINES AND DEDUCTIONS.

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*made from their pay, &c.*—Continued.

JANUARY 24, 1874, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 6, 1874.....	Harrieville.....	Tex.....	Mail in charge of unworn carrier.	\$5 00	.....
From Nov. 1, 1872, to Jan. 1, 1873.....		Va.....	Failed to commence service.		\$27 81
Feb. 13, 1873.....	Broadway Depot	Va.....	Failed to arrive.....	}	1 68
Feb. 18, 1873.....	Doveville.....	Va.....	do.....		108 15
Nov. 11, 17, 21, 1873.....	Vicksburgh.....	Miss.....	do.....		67 47
Oct. 24, 31; Nov. 7, 14, 21, 28, 1873.....	Fulton.....	Miss.....	do.....		
Oct. 24, 31; Nov. 1, 8, 15, 22, 29, 1873.....	Pikeville.....	Miss.....	do.....		
Jan. 7, 1873.....	Newtown.....	La.....	Failed to land, to exchange mail.	5 00	.....
Nov. 7, 1873.....	La Grange.....	Ga.....	Failed to arrive.....		1 60
Oct. 2, 6, 9, 13, 1873.....		Ga.....	Failed on entire route.....		33 36
Nov. 3, 6, 1873.....		Ga.....	do.....		18 04
Dec. 23, 1873.....	Somerville.....	Ala.....	Failure to arrive.....		3 33
Dec. 12, 1873.....		Ala.....	Half-trip lost.....		4 80
Dec. 2, 5, 19, 1873.....	Grove Hill.....	Ala.....	Failed to arrive.....		14 28
Dec. 18, 25, 1873.....	Camden.....	Ala.....	do.....		9 42
Quarter ending Dec. 31, 1873.....		Ala.....	Failed on entire route.....		18 00
Dec. 6, 1873.....		Ala.....	Failed one trip.....		1 92
Dec. 4, 1873.....	Imlay City.....	Mich.....	Failure to arrive.....	}	3 30
Dec. 5, 1873.....	Kingston.....	Mich.....	do.....		9 60
Dec. 4, 1873.....	Port Sanilac.....	Mich.....	do.....		4 00
Dec. 4, 1873.....	Port Austin.....	Mich.....	do.....		76 92
Dec. 4, 1873.....	Worth.....	Mich.....	do.....		
Dec. 4, 1873.....	Bridgeport Centre.	Mich.....	do.....		
Oct. 13, 27, 30; Nov. 3, 12, 14, 1873.....	Alpena.....	Mich.....	do.....		
Oct. 17, 21, 24, 28, 31; Nov. 4, 11, 14, 18, 21, 25 1873.....	Almira.....	Mich.....	Failure to visit.....	18 00	.....
Oct. and Nov., 1873.....	Detroit.....	Mich.....	Failure of respectively, 8 and 9 times.	}	50 00
Oct. and Nov., 1873.....	Mackinaw.....	Mich.....	Failure of respectively, 9 and 6 times.		12 84
Nov. 27; Dec. 2, 30, 1873.....	Cheyboygan.....	Mich.....	Failure to arrive.....		2 56
Dec. 4, 1873.....	Houghton.....	Mich.....	do.....		3 84
Dec. 4, 1873.....	Eagle Harbor.....	Mich.....	do.....		
Dec. 4, 1873.....	Port Austin.....	Mich.....	do.....		
Dec. 4, 1873.....	Bad Axe.....	Mich.....	do.....		
Oct. and Nov., 1873.....	Manistee.....	Mich.....	Failure of respectively, 5 and 10 times.	}	160 00
Oct. and Nov., 1873.....	Milwaukee.....	Wis.....	Failure of respectively, 6 and 6 times.		794 22
Oct. Nov., and Dec., 1873.....	Jacksonport.....	Ark.....	Failure to arrive 14 times		24 04
Nov. 11, 1873.....	Powhatan.....	Ark.....	Failed to arrive.....		7 60
Dec. 25, 1873.....	Augusta.....	Ark.....	do.....		
Dec. 26, 1873.....	Brinkley.....	Ark.....	do.....		
Nov. 26; Dec. 10, 1873.....	Pine Bluff.....	Ark.....	Failed to arrive; traveled 40 miles.	}	9 89
Dec. 2, 9, 1873.....	Princeton.....	Ark.....	Failed to arrive; traveled 27 miles.		5 14
Dec. 27, 1873.....	Thomassville.....	Ark.....	Failed to arrive.....		16 66
Dec. 4, 11, 1873.....	Pineville.....	Ark.....	do.....		2 50
Dec. 14, 1873.....	La Crosse.....	Ark.....	do.....		
Dec. 25, 1873.....	Gainesville.....	Ark.....	do.....		
Dec. 26, 1873.....	do.....	Ark.....	Failed to depart.....		15 58
Dec. 2, 1873.....	Batesville.....	Ark.....	Failed to arrive.....		4 75
Dec. 4, 9, 1873.....	do.....	Ark.....	Failed on 15 miles of route.....		5 60
Oct. 28, 1873.....	La Crosse.....	Ark.....	Failed to arrive.....		2 40
Dec. 6, 1873.....	Kinderhook.....	Ark.....	do.....		4 03
Oct. 14; Dec. 9, 16, 1873.....	Beebe Station.....	Ark.....	do.....		12 21
Dec. 5, 12, 20, 1873.....	Russellville.....	Ark.....	do.....		12 96
Dec. 9, 1873.....	Dover.....	Ark.....	do.....		4 75
Dec. 9, 16, 1873.....	do.....	Ark.....	do.....		10 38
Dec. 2, 9, 16, 30, 1873.....	Dardaneille.....	Ark.....	do.....		
Dec. 6, 13, 20, 1873.....	Waldron.....	Ark.....	do.....		42 00
Dec. 9, 1873.....	Forayth.....	Ark.....	Failed to arrive; lost 22 miles.		9 64
Dec. 6, 13, 1873.....	Yellville.....	Ark.....	Failed to arrive; one trip of the 6th nearly run.		4 77
Month of December, 1873.....	Fayetteville.....	Ark.....	Failed to arrive 5 times.....		39 25

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
7572	Harrison to Forsyth.	A. J. Stewart	\$936 00	1 1/2
7572	do	do		
7576	Clarksville to Harrison	Alexander F. Davis	580 00	5 1/2
7576	do	do		
7578	Huntsville to Washburne	James Phillips	349 00	3 1/2
7578	do	do		
7580	Carrollton to Cassville.	A. J. Stewart	416 00	4 1/2
12854	Onota to Marquette	John Frink	1,152 00	5 1/2
12854	do	do		
1238	Norwich to Cortland Village	New York, Oswego and Midland Railroad Co.	2,460 50	3 1/2
1258	Rouse's Point to Canada Line	Champlain Transp. Co.	962 50	2 1/2
1289	Freeville to Scipio	New York, Oswego and Midland Railroad Co.	1,486 00	2 1/2
1340	Delhi to Arkville	George E. Chase	800 00	1 1/2
1342	Margaretville to Downsville	John H. Gould	348 00	1 1/2
1360	West Sand Lake to East Nassau	Daniel Lappeus	350 00	1 1/2
1362	Albany to New Baltimore	Richard Griffin	400 00	1 1/2
1376	Cambridge Station to Fort Edward	G. E. V. D. Cook	728 00	1 1/2
1413	Stockholm depot to Hogsburg	C. A. Clark	793 00	2 1/2
1428	Watertown to Alexandria	John E. Kemp	1,693 00	2 1/2
1428	do	do		
1430	Watertown to Stowell's Corners	do	60 00	5 1/2
1444	Sageville to Northville	Ruben Willard, Jr.	498 00	2 1/2
1444	do	do		
1444	do	do		
1444	do	do		
1450	Amsterdam to Burtonsville	Charles Barlow	190 00	6 1/2
1453	Fort Plain to Cooperstown	Wilson Kels	870 00	1 1/2
1535	Avon to Honesee Falls	Joel Daily	340 00	5 1/2
1598	Roxville to Westfield	Robert McCormick	138 00	1 1/2
1694	Geneva to Watkins	Seneca Steam Navigation Company.	3,200 00	5 1/2
1695	Lockport to Wilson	J. H. Blosser	948 00	7 1/2
1716	Rouse's Point to Chazy	John E. Kemp	513 00	5 1/2
1720	Knox to Knowersville	D. W. Shoonmaker	480 00	6 1/2
1741	Trivoli to Pine Plains	George Loucks	480 00	1 1/2
2161	Hamburg to Warwick	Peter Smith	575 00	9 1/2
2166	Hacketts town to Columbia	George W. Gibbs	1,039 31	1 1/2
2197	New Egypt to Bricksburgh	A. E. Cox	595 00	1 1/2
7065	Pontotoc to Ripley	J. W. Sanford	792 84	2 1/2
7180	Brookhaven to Natchez	David Hall	2,980 00	9 1/2
7180	do	do		
7219	Iuka to Pikeville	H. S. Brooks	825 00	7 1/2
7690	Hamburg to Lake Village	James Tyson	724 00	7 1/2
8903	Baton Rouge to Livonia	D. C. Moulton, president	380 00	1 1/2
8018	Covington to Columbia	Franklin Fortinberry	630 00	6 1/2
8018	do	do		
8024	Stony Point to Hog Branch	Caroline Underwood	120 00	1 1/2
8024	do	do		
8027	Saint Francisville to Clinton	Franklin Fortinberry	990 00	3 1/2
8029	Clinton to Stony Point	Mrs. C. T. Cotton	375 00	3 1/2
8030	Clinton to Liberty	Franklin Fortinberry	349 02	1 1/2
8033	Trinity to Tooley's	T. A. Rounton	450 00	4 1/2
8033	do	do		
8036	Harrisburgh to Monroe	do	2,150 00	6 1/2
8115	Opelousas to Hickory Flats	C. C. Dusan	740 00	7 1/2
1439	Chaumont to Clayton	John E. Kemp	231 00	1 1/2



made from their pay, &amp;c.—Continued.

JANUARY 24, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Nov. 18; Dec. 18, 20, 1873.	Harrison	Ark	Failed to arrive	}	\$12 28
Nov. 19, 1873	Forreth	Ark	do		
Dec. 10, 1873	Clarkville	Ark	do		11 14
Dec. 13, 1873	Harrison	Ark	do		
Oct. 2, 1873	Huntville	Ark	do	}	6 70
Oct. 1, 1873	Washburne	Ark	do		
Dec. 9, 1873	Carrollton	Ark	do		4 00
May, July, Sept., and Oct., 1873.	Onota	Mich	Failed to arrive respectively, 5, 1, 4, and 4 times.		
May, July, Aug., Sept., Oct., and Nov., 1873.	Marquette	Mich	Failed to arrive respectively, 7, 1, 1, 2, 1, and 1 times.	}	149 20
From November 17 to December 31, 1873.		N. Y.	Failed to perform more than 3 times a week service.		153 66
Oct. 1, 2, 3, 4, 6, 7, 8, 9, 1873		N. Y.	Failed to perform any service.		7 56
Nov. 17, 18, 19, 21, 22, 25, 26, 28, 29; Dec. 1, 2, 4, 5, 6, 8, 9, 11, 12, 13, 15, 16, 18, 19, 20, 22, 29, 30, 1873.		N. Y.	do		123 39
Oct. 20, 1873		N. Y.	Failed to perform service		2 56
Oct. 20, 21, 1873		N. Y.	Failed to perform one trip.		3 34
Nov. 18, 1873		N. Y.	Failed to perform service		2 94
Oct. 21; Nov. 18, 1873		N. Y.	do		2 56
Nov. 18, 1873		N. Y.	do		2 33
Dec. 5, 1873		N. Y.	Failed to perform service		2 54
Nov. 18, 1873	Alexandria	N. Y.	Failed to arrive	}	2 71
Nov. 19, 1873	do	N. Y.	Failed to depart		
Nov. 8, 15, 22; Dec. 13, 20, 1873.	Stowell's Corners	N. Y.	Failed to take the mail		2 87
Dec. 1, 15, 1873	Sageville	N. Y.	Failed to arrive	}	
Dec. 2, 9, 16, 31, 1873.	do	N. Y.	Failed to depart		10 75
Dec. 2, 30, 1873	Northville	N. Y.	Failed to arrive		
Dec. 1, 1873	do	N. Y.	Failed to depart		
Nov. 18, 1873		N. Y.	Failed to perform service		1 21
Nov. 19, 1873		N. Y.	Failed to perform one trip		2 75
From Oct. 1 to 24, 1873		N. Y.	Only 6 trips a week service instead of 12.		2 20
Dec. 11, 1873		N. Y.	Failed to perform service		2 65
Oct. 23, 1873		N. Y.	do		10 25
Dec. 13, 25, 1873.		N. Y.	do		3 18
Nov. 18, 26, 1873		N. Y.	do		3 48
Nov. 18; Dec. 30, 1873		N. Y.	do		2 56
Nov. 18, 1873		N. Y.	do		3 07
Dec. 13, 1873		N. J.	do		1 84
From Dec. 15 to 22, 1873		N. J.	Failed to increase service		3 04
Oct. 27, 1873		N. J.	Failed to perform service.		3 81
Nov. 24; Dec. 8, 1873	Ripley	Miss	Failed to arrive	}	7 62
Oct. 25, 1873	Brookhaven	Miss	do		13 90
Dec. 6, 1873	Natchez	Miss	do		
Nov. 6, 20, 1873	Pikeville	Miss	do		15 86
Oct. 28; Nov. 23, 1873.	Lake Village	Ark	Failed to arrive; run 35 miles each trip.		5 04
Oct., Nov., and Dec., 1872		La.	But 2 trips a week instead of 3.		24 95
Dec. 3, 17, 24, 31, 1873.	Covington	La.	Failed to arrive	}	
Nov. 26; Dec. 5, 19, 26, 1873.	Columbia	La.	do		50 00
Nov. 24, 1873	Stony Point	La.	do	}	2 30
Nov. 17, 1873	Hog Branch	La.	do		
Dec. 3, 1873.	Saint Francisville.	La.	do		3 17
Nov. 8, 1873	Stony Point	La.	do		3 60
Nov. 5, 19, 1873	Liberty	La.	do		6 70
Dec. 12, 19, 26, 1873.	Trinity	La.	Failed to depart	}	
Dec. 14, 21, 26, 1873.	do	La.	Failed to arrive		25 92
Oct. 23, 1873	Monroe	La.	do		6 89
Dec. 10, 24, 31, 1873.	Hickory Flats	La.	Failed to arrive; lost 30 miles each trip.		11 25
From Nov. 1 to Dec. 9, 1873.	Clayton	N. Y.	Failed to arrive and depart	\$24 42	

*Fines imposed on contractors and deductions:*

WEEK ENDING SATURDAY

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
7109	Greensborough to Pontotoc .....	H. S. Brooks & Co. ....	\$1,456 00	5 7
7109	.....do.....	.....do.....		
8520	Victoria to Hallettsville .....	Robert H. Hicks .....	1,150 00	5 3
8560	Lexington to Bryan .....	B. F. Woodward .....	1,090 00	5 2
8560	.....do.....	.....do.....		
8568	Georgetown to Cameron .....	Elbert Magee .....	650 00	6 5
8579	Navasota to Montgomery .....	P. A. Smith .....	800 00	3 4
8583	Jewett to Corsicana .....	E. B. Dwire .....	859 42	5 3
8583	.....do.....	.....do.....		
8591	Cleburne to Denton .....	B. F. Woodward .....	774 00	7 4
8591	.....do.....	.....do.....		
8730	McKenney to Denton .....	John Rattan .....	845 00	4 6
8730	.....do.....	.....do.....		
8728	Giddings to Cameron .....	B. F. Woodward .....	1,480 00	7 16
8736	Belton to Lampasas .....	Wills & Houston .....	508 00	5 5
8730	.....do.....	.....do.....		
7598	Waldron to Paracliffa .....	James R. Hudson .....	1,800 00	8 6
7598	.....do.....	.....do.....		
7599	Mount Ida to Dallas .....	T. & T. J. Mills .....	338 00	3 25
7602	Washington to Dallas .....	.....do.....	880 00	4 4
7603	Washington to Clarksville .....	R. S. Van Wey .....	3,400 00	10 29
7603	.....do.....	.....do.....		
7606	Antoine to Paracliffa .....	T. S. Vaile .....	750 00	3 6
7608	Arkadelphia to Big Bend .....	John R. Lane .....	739 00	7 10
7608	.....do.....	.....do.....		
7631	Eldorado to Warren .....	De You & Young .....	1,430 00	6 13
7631	.....do.....	.....do.....		
7632	Lisbon to Lewisville .....	Washington Graham .....	750 00	7 01
7641	Bernard to Hamburg .....	J. J. Callahan .....	1,790 00	8 45
7658	Rocky Comfort to Cove .....	James R. Hudson .....	749 00	7 29
7658	.....do.....	.....do.....		
7665	Collins to Poplar Bluff .....	John W. Robertson .....	475 00	4 5
7675	Greensborough to Powhatan .....	M. F. Latta .....	350 00	3 5
7675	.....do.....	.....do.....		
7676	Batesville to Pineville .....	Miles Mount .....	619 00	5 5
4498	Talcoff, Barnesville, Boydton .....	Edward S. Rolfe .....	1,468 00	2 35
7178	Natchez to Brookhaven .....	F. Fortinberry .....	2,430 00	7 9
7178	.....do.....	.....do.....		
6155a	Atlanta to Douglasville .....	M. J. Harris .....	444 00	4 5

WEEK ENDING SATURDAY

11463	Byron to Rockford .....	James W. Sanford .....	\$385 00	\$1 15
11474	Blackberry Station to Bristol Station .....	D. A. Baker, Jr .....	498 00	1 06
11506	Rock Island to Aledo .....	.....do.....	1,711 00	2 75
11526	Kewanee to Cambridge .....	.....do.....	348 00	1 6
11545	Circleville to Hopedale .....	Samuel Renner .....	3 40	1 44
11557	Petersburgh to Virginia .....	P. S. Scott .....	920 00	2 35
11681	Vienna to Metropolis City .....	S. W. Taylor .....	1,100 00	1 55
11687	Golconda to Vienna .....	John H. Boswell .....	525 60	2 54
11688	.....do.....	.....do.....	270 00	2 6
11711	Astoria to Lewistown .....	D. A. Baker, Jr .....	334 00	1 66
11751	Fairfield to Hickory Hill .....	Samuel S. Palfreman .....	150 00	1 5
11753	Johnsonville to Jeffersonville .....	Anderson Arnot .....	439 00	2 0
11799	Ashley to Spring Garden .....	Isaac Hicks .....	490 00	2 35
11804	Perry to Quincy .....	Anderson Arnot .....	1,300 00	4 17
11811	Rushville to Macomb .....	D. A. Baker, Jr .....	794 00	2 55
11815	Lewistown to Havana .....	George W. Standard .....	325 00	5 2
11827	Shawneetown to Elizabethtown .....	A. Callicott .....	249 00	1 30
11835	Fairfield to Albion .....	J. S. Berry .....	273 00	1 32
11836	Duquoin to Sparta .....	J. M. McCutchen .....	600 00	1 12
11836	.....do.....	.....do.....		

a Remit \$111, the deduction reported October 29, 1873, service having been reported from the ter

## FINES AND DEDUCTIONS.

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made from their pay, &amp;c.—Continued.

JANUARY 24, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Oct. 17, 24; Nov. 28; Dec. 2, 5, 9, 12, 16, 19, 23, 26, 30, 1873.	Greensborough.	Miss.	Failed to arrive	}	\$168 00
Oct. 15, 26; Nov. 29; Dec. 3, 6, 10, 13, 17, 20, 24, 27, 31, 1873.	Pontotoc.	Miss.	do		
Nov. 4, 1873.	Victoria.	Tex.	do	}	5 53
Nov. 8; Dec. 7, 30, 1873.	Lexington.	Tex.	do		26 20
Dec. 16, 30, 1873.	Bryan.	Tex.	do	}	3 52
Dec. 5, 19, 1873.	Cameron.	Tex.	Failed to arrive and depart; lost 14 miles each.		3 52
Nov. 25, 1873.	Montgomery.	Tex.	Failed to arrive	}	3 54
Dec. 26, 1873.	Jewett.	Tex.	do		16 52
Dec. 23, 1873.	Coriscana.	Tex.	do	}	14 88
Nov. 22, 1873.	Cleburne.	Tex.	do		16 24
Nov. 21, 1873.	Denton.	Tex.	do	}	50 12
Nov. 4, 8, 1873.	McKinney.	Tex.	do		
Nov. 4; Dec. 23, 1873.	Denton.	Tex.	do	}	11 50
Oct. 3, 7, 14; Dec. 9, 16, 23, 26, 1873.	Cameron.	Tex.	do		
Nov. 11, 1873.	Belton.	Tex.	do	}	12 98
Nov. 8, 1873.	Lampasas.	Tex.	do		6 50
Dec. 1, 3, 11, 1873.	Waldron.	Ark.	Run 80 miles	}	8 46
Dec. 12, 1873.	Paraclista.	Ark.	Failed to arrive		38 11
Dec. 5, 12, 1873.	Dallas.	Ark.	do	}	7 22
Dec. 27, 1873.	do.	Ark.	do		14 20
Nov. 25, 1873.	Clarksville.	Ark.	60 miles run	}	4 75
Dec. 6, 11, 16, 1873.	do.	Ark.	Failed to arrive		16 85
Dec. 4, 11, 1873.	Paraclista.	Ark.	do	}	11 90
Dec. 23, 1873.	Arkadelphia.	Ark.	do		5 84
Dec. 11, 1873.	Big Bend.	Ark.	do	}	
Nov. 25; Dec. 6, 19, 30, 1873.	Warren.	Ark.	do		
Dec. 11, 13, 15, 20, 24, 25, 27, 1873.	Pigeon Hill.	Ark.	do	\$14 00	26 92
Dec. 25, 1873.	Liabon.	Ark.	do	}	7 01
Nov. 24, 27, 1873.	Bernard.	Ark.	do		17 30
Nov. 7, 1873.	Rooky Comfort.	Ark.	do	}	14 40
Nov. 17, 1873.	Cove.	Ark.	do		4 75
Nov. 17, 1873.	Poplar Bluff.	Ark.	do	}	16 85
Dec. 12, 19, 26, 1873.	Greensborough.	Ark.	do		11 90
Dec. 15, 29, 1873.	Powhatau.	Ark.	do	}	5 84
Dec. 5, 12, 1873.	Pineville.	Ark.	do		
Nov. 17; Dec. 26, 1873.	Boydton.	Va.	do	}	
Oct. 1, 3, 6, 8, 10, 13, 15, 17, 20, 24, 27, 29, 31; Nov. 3, 5, 7, 10, 12, 14, 17, 19, 21, 24, 26, 28; Dec. 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 31, 1873.	Natchez.	Miss.	do		
Oct. 20; Nov. 14, 17; Dec. 5, 24, 1873.	Brookhaven.	Miss.	do	}	350 55

JANUARY 31, 1874, INCLUSIVE.

Nov. 19; Dec. 3, 5, 1873.	Byron.	Ill.	Failed to arrive		\$3 50
Oct. 31; Dec. 12, 1873.		Ill.	Total failure.		6 40
Dec. 4, 1873.	Aledo.	Ill.	Failed to arrive		2 72
Dec. 9, 1873.	Cambridge.	Ill.	do		1 67
Dec. 9, 11, 16, 1873.	Hopedale.	Ill.	do		4 32
Oct. 29, 1873.		Ill.	Total failure.		5 90
Dec. 3, 1873.	Metropolis City.	Ill.	Failed to arrive		1 75
Dec. 3, 1873.		Ill.	Wet mail, &c.	\$5 00	
Dec. 12, 1873.		Ill.	do	5 00	
Dec. 9, 12, 1873.		Ill.	Total failure.		6 40
Dec. 12, 1873.	Hickory Hill.	Ill.	Failed to arrive		1 53
Dec. 3, 12, 1873.		Ill.	Total failures.		3 90
Dec. 5, 12, 1873.	Spring Garden.	Ill.	Failed to arrive		4 70
Dec. 8, 11, 1873.		Ill.	Total failures.		16 66
Dec. 12, 1873.		Ill.	do		5 10
Dec. 9, 10, 11, 12, 13, 15, 1873.		Ill.	do		6 24
Nov. 4, 8, 1873.	Elizabethtown.	Ill.	Failed to arrive		2 40
Dec. 18, 1873.		Ill.	Total failure.		2 64
Dec. 8, 11, 13, 30, 1873.	Duquoin.	Ill.	Failed to arrive		
Dec. 3, 12, 1873.	Sparta.	Ill.	do		11 52

minal office in accordance with contract for quarter ending September 30, 1873.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-rip.
11841	Elkville to Ava	D. C. Johnson	\$260 00	\$1 25
11854	Mount Vernon to Fairfield	James C. Overbee	663 00	3 12
11878	Darmstadt to Venedy Station	H. Vortman	400 00	4 54
11898	Robinson to Mier	U. E. Fisher	906 00	4 36
8634	Indianola to Cuero	Great Western Texas Pacific Railroad Company.	3,366 00	5 32
7075	Sardis to Longtown	R. C. B. Eckels	949 00	2 39
10022	Elizabethton to Jefferson	Morgan Trivett	1,140 00	3 63
10023	Taylorville to Abingdon	William W. White	1,176 00	1 82
10048	Maynardville to Jacksborough	David Branson, Jr.	209 50	2 01
10064	Kingston to Wartburg	J. S. Fritts	760 00	1 73
10067	Clinton to Jamestown	Robert Boyd	497 00	4 77
10067	do	do		
10067	do	do		
10068	Wartburg to Huntsville	John M. Cordell	153 00	1 67
10070	Jamestown to Albany	Robert Boyd	219 00	2 10
10083	Athens to Crossville	J. C. Gibson	733 33	1 76
10104	Sparta to Albany	Samuel Black	1,494 00	4 79
10104	do	do		
10104	do	do		
10104	do	do		
10104	do	do		
10104	do	do	1,494 00	4 79
10105	Cooksville to Gallatin	do	1,515 00	4 85
10112	La Fayette to Hartsville	Robert Mullin	550 00	1 76
10119	Smithville to Sparta	Samuel Black	393 00	1 29
10120	Smithville to Laurel	W. W. and M. A. Price	123 50	1 12
10194	Trenton to Dresden	David C. Phelan	298 00	2 86
10194	do	do		
10194	do	do		
10194	do	do		
10210	Huntsville to Jacksborough	John M. Cordell	447 00	1 43
10210	do	do		
10214	Taylorville to Bristol	Thomas J. Barry	932 96	2 54
10223	Bolivar to Stanton Depot	Andrew J. Harris	725 00	2 22
10229	Cooksville to Tompkinsville	M. A. Price	474 00	4 54
10270	Livingston to Celina	Margaret S. Dougherty	249 00	2 40
10277	Trenton to Eaton	David C. Phelan	174 00	1 61
5080	Pittsborough to Egypt Depot	E. T. Clemmons	289 00	1 41
5090	do	do		
5122	Salem to Jerusalem	do	274 00	2 63
13066	Ozaukee to Elmore	Charles Lomke	320 00	1 02
13083	Doryville to Fond du Lac	Peter Leonard	240 00	77
13098	Green Bay to Two Rivers	John Hendricks	405 00	1 36
13099	Green Bay to Kewaunee	John E. Powers	426 00	1 60
13099	do	do		
13100	Green Bay to Sturgeon Bay	Victor Degrangaguaga	689 22	2 24
13139	Fond du Lac to Brandon	Eugene F. Warren	342 00	1 66
13146	Berlin to Steven's Point	Cyrus D. Davis	1,780 00	2 24
13157	Montello to Princeton	Eugene F. Warren	744 00	1 60

made from their pay, &amp;c.—Continued.

JANUARY 31, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Dec. 3, 10, 1873.		Ill.	Total failure.		\$5 00
Dec. 12, 1873		Ill.	do.		6 37
Nov. 27; Dec. 25, 1873		Ill.	do.		2 56
Dec. 12, 1873.	Mier.	Ill.	Failed to arrive; made 10 miles and back.		6 96
Month of November, 1873		Tex.	For neglect to supply, &c., of apartment for assorting the mail.	\$25 00	
Oct. 18, 1873	Sardis	Miss.	Wet and damaged mail.	5 00	
Nov. 24; Dec. 5, 1873.	Between Taylorsville and Elizabethton.	Tenn.	Failed to perform service		4 40
Nov. 25, 26; Dec. 8, 1873		Tenn.	Failed over 13½ miles of route.		5 31
Nov. 29, 1873		Tenn.	Failed over 16 miles of route.		2 25
Nov. 34; Dec. 4, 1873		Tenn.	do.		4 60
Oct. 29, 1873		Tenn.	Failed over 57 miles of route.		29 93
Nov. 7, 1853		Tenn.	Failed over 48 miles of route.		
Dec. 9, 1873	Jamestown	Tenn.	Failed to arrive		3 66
Nov. 24; Dec. 8, 1873		Tenn.	Failed over 19 miles of route.		
Dec. 4, 1873		Tenn.	Failed totally		4 20
Dec. 4, 1873	Between Sulphur Springs and Crossville.	Tenn.	Failed totally on 24 miles of route.		3 42
Nov. 4, 1873	Between Sparta and Livingston.	Tenn.	Failed on 39 miles of route.		27 16
Nov. 18, 24, 1873	Between Albany and Sparta.	Tenn.	Failed on 54 miles of route.		
Dec. 4, 1873		Tenn.	Failed totally		
Dec. 9, 1873	Albany from Livingston.	Tenn.	Failed to arrive		
Dec. 29, 1873	Sparta from Livingston.	Tenn.	do.		14 73
Dec. 18, 1873.		Tenn.	Wet mail	5 00	
Nov. 25, 1873	Cooksville	Tenn.	Failed to arrive		
Dec. 4, 1873		Tenn.	Failed over 12 miles of route.		
Dec. 10, 1873.	Smithville	Tenn.	Failed to arrive		1 89
Oct. 2, 1873	Laurel Hill	Tenn.	Left the mail ahead of schedule-time.	5 00	
May 1, 1873		Tenn.	Failed over 19 miles of route.		3 66
June 26, 1873		Tenn.	Failed over 17 miles of route.		
Dec. 4, 1873		Tenn.	Failed over 26 miles of route.		
July 4, 1873	Dresden	Tenn.	Failed to arrive		
Nov. 24, 1873		Tenn.	Failed over 19½ miles of route.		2 75
Dec. 8, 1873	Jacksborough.	Tenn.	Failed to arrive		
Nov. 24, 1873		Tenn.	Failed over 16 miles of route.		4 64
Dec. 26, 1873.		Tenn.	Failed totally		
Dec. 10, 1873.	Cooksville	Tenn.	Failed to arrive		4 56
Dec. 13, 1873.		Tenn.	Mail in charge of boy under age.	5 00	
Dec. 27, 1873		Tenn.	Failed totally		3 22
Nov. 18, 25; Dec. 18, 1873.	Pittsborough	N. C.	Failed to arrive		8 46
Nov. 18, 25; Dec. 21, 1873.	Egypt Depot.	N. C.	do.		2 63
Nov. 17, 1873	Jerusalem	N. C.	do.		2 04
Oct. 21, 1873		Wis.	Total failure.		1 54
Dec. 4, 1873		Wis.	do.		2 60
Dec. 13, 1873		Wis.	do.		6 40
Nov. 8, 13, 1873	Green Bay	Wis.	Failed to arrive		17 92
Nov. 12, 13, 1873	Kewaunee	Wis.	do.		
Oct. 29; Nov. 5, 12; Dec. 3, 1873.		Wis.	Total failures.		3 30
Dec. 4, 1873.		Wis.	do.		
Oct. 16, 29, 30; Nov. 4, 6, 11, 12; Dec. 4, 1873.	Berlin	Wis.	Failed to arrive		22 72
Nov. 27, 1873		Wis.	Total failure.		2 06

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
11841	Elkville to Ava.	D. C. Johnson	\$360 00	\$1 25
11854	Mount Vernon to Fairfield	Jamea C. Overbee	663 00	3 14
11878	Darmstadt to Venedy Station	H. Vortman	400 00	64
11898	Robinson to Mier.	U. E. Fisher	906 00	4 36
8634	Indianola to Cuero	Great Western Texas Pacific Railroad Company.	3,369 00	5 32
7075	Sardis to Longtown	R. C. B. Eckels	949 00	2 39
10022	Elizabethton to Jefferson	Morgan Trivett.	1,140 00	3 63
10023	Taylorville to Abingdon	William W. White	1,176 00	1 62
10048	Maynardville to Jacksborough	David Branson, jr.	309 50	2 01
10064	Kingston to Wartburgh	J. S. Fritta	360 00	1 77
10067	Clinton to Jamestown	Robert Boyd	497 00	4 77
10067	do	do		
10067	do	do		
10066	Wartburgh to Huntsville	John M. Cordell	153 06	1 47
10070	Jamestown to Albany	Robert Boyd	219 00	2 16
10083	Athens to Crossville	J. C. Gibson	733 33	1 76
10104	Sparta to Albany	Samuel Black	1,494 00	4 73
10104	do	do		
10104	do	do		
10104	do	do		
10104	do	do		
10104	do	do	1,494 00	4 73
10103	Cooksville to Gallatin	do	1,515 00	4 50
10112	La Fayette to Hartsville	Robert Mullin	550 00	1 76
10119	Smithville to Sparta	Samuel Black	383 00	1 29
10120	Smithville to Laurel	W. W. and M. A. Price	123 50	1 12
10194	Trenton to Dresden	David C. Phelan	296 00	2 36
10194	do	do		
10194	do	do		
10194	do	do		
10210	Huntsville to Jacksborough	John M. Cordell	447 00	1 43
10210	do	do		
10214	Taylorville to Bristol	Thomas J. Barry	232 96	2 21
10223	Bolivar to Stanton Depot	Andrew J. Harris	725 00	2 32
10229	Cooksville to Tompkinsville	M. A. Price	474 00	4 56
10270	Livingston to Collins	Margaret S. Dougherty	249 00	2 46
10277	Trenton to Eaton	David C. Phelan	174 00	1 61
5080	Pittsborough to Egypt Depot	E. T. Clemmons	269 00	1 41
5080	do	do		
5122	Salem to Jerusalem	do	274 00	2 63
13068	Ozaukee to Fillmore	Charles Lonke	320 00	1 02
13085	Dotyville to Fond du Lac	Peter Leonard	240 00	77
13098	Green Bay to Two Rivers	John Hendricks	403 00	1 38
13099	Green Bay to Kewaunee	John E. Powers	436 00	1 65
13099	do	do		
13100	Green Bay to Sturgeon Bay	Victor Degraugauage	689 29	2 21
13139	Fond du Lac to Brandon	Eugene F. Warren	342 00	1 63
13146	Berlin to Steven's Point	Cyrus D. Davis	1,780 00	2 24
13157	Montello to Princeton	Eugene F. Warren	744 00	1 60

made from their pay, &amp;c.—Continued.

JANUARY 31, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Dec. 3, 10, 1873.....		Ill.....	Total failure.....		\$5 00
Dec. 12, 1873.....		Ill.....	do.....		6 37
Nov. 27; Dec. 25, 1873.....		Ill.....	do.....		2 56
Dec. 12, 1873.....	Mier.....	Ill.....	Failed to arrive; made 10 miles and back.		6 96
Month of November, 1873.....		Tex.....	For neglect to supply, &c., of apartment for assorting the mail.	\$25 00	
Oct. 16, 1873.....	Sardis.....	Miss.....	Wet and damaged mail.....	5 00	
Nov. 24; Dec. 5, 1873.....	Between Taylorsville and Elizabethton.	Tenn.....	Failed to perform service.....		4 40
Nov. 25, 26; Dec. 3, 1873.....		Tenn.....	Failed over 13½ miles of route.		5 31
Nov. 28, 1873.....		Tenn.....	Failed over 16 miles of route.		2 25
Nov. 24; Dec. 4, 1873.....		Tenn.....	do.....		4 60
Oct. 29, 1873.....		Tenn.....	Failed over 57 miles of route.		29 95
Nov. 7, 1853.....		Tenn.....	Failed over 48 miles of route.		
Dec. 9, 1873.....	Jamestown.....	Tenn.....	Failed to arrive.....		3 66
Nov. 24; Dec. 8, 1873.....		Tenn.....	Failed over 19 miles of route.		
Dec. 4, 1873.....		Tenn.....	Failed totally.....		4 20
Dec. 4, 1873.....	Between Sulphur Springs and Crossville.	Tenn.....	Failed totally on 24 miles of route.		3 42
Nov. 4, 1873.....	Between Sparta and Livingston.	Tenn.....	Failed on 39 miles of route.		27 16
Nov. 18, 24, 1873.....	Between Albany and Sparta.	Tenn.....	Failed on 54 miles of route.		
Dec. 4, 1873.....		Tenn.....	Failed totally.....		
Dec. 9, 1873.....	Albany from Livingston.	Tenn.....	Failed to arrive.....		
Dec. 29, 1873.....	Sparta from Livingston.	Tenn.....	do.....		
Dec. 18, 1873.....		Tenn.....	Wet mail.....	5 00	
Nov. 25, 1873.....	Cooksville.....	Tenn.....	Failed to arrive.....		4 25
Dec. 4, 1873.....		Tenn.....	Failed over 12 miles of route.		2 22
Dec. 10, 1873.....	Smithville.....	Tenn.....	Failed to arrive.....		1 89
Oct. 2, 1873.....	Laurel Hill.....	Tenn.....	Left the mail ahead of schedule-time.	5 00	
May 1, 1873.....		Tenn.....	Failed over 19 miles of route.		14 75
June 26, 1873.....		Tenn.....	Failed over 17 miles of route.		
Dec. 4, 1873.....		Tenn.....	Failed over 26 miles of route.		
July 4, 1873.....	Dresden.....	Tenn.....	Failed to arrive.....		3 66
Nov. 24, 1873.....		Tenn.....	Failed over 19½ miles of route.		
Dec. 8, 1873.....	Jacksborough.....	Tenn.....	Failed to arrive.....		2 75
Nov. 24, 1873.....		Tenn.....	Failed over 16 miles of route.		
Dec. 26, 1873.....		Tenn.....	Failed totally.....		4 64
Dec. 10, 1873.....	Cooksville.....	Tenn.....	Failed to arrive.....		4 56
Dec. 13, 1873.....		Tenn.....	Mail in charge of boy under age.	5 00	
Dec. 27, 1873.....		Tenn.....	Failed totally.....		3 22
Nov. 18, 25; Dec. 18, 1873.....	Pittsborough.....	N. C.....	Failed to arrive.....		8 46
Nov. 18, 25; Dec. 23, 1873.....	Egypt Depot.	N. C.....	do.....		2 63
Nov. 17, 1873.....	Jerusalem.....	N. C.....	do.....		2 04
Oct. 31, 1873.....		Wis.....	Total failure.....		1 54
Dec. 4, 1873.....		Wis.....	do.....		2 60
Dec. 13, 1873.....		Wis.....	do.....		6 40
Nov. 8, 13, 1873.....	Green Bay.....	Wis.....	Failed to arrive.....		
Nov. 12, 15, 1873.....	Kewaunee.....	Wis.....	do.....		17 92
Oct. 29; Nov. 5, 12; Dec. 3, 1873.....		Wis.....	Total failures.....		
Dec. 4, 1873.....		Wis.....	do.....		3 30
Oct. 16, 29, 30; Nov. 4, 6, 11, 12; Dec. 4, 1873.....	Berlin.....	Wis.....	Failed to arrive.....		22 73
Nov. 27, 1873.....		Wis.....	Total failure.....		2 06

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
13158	Montello to Westfield .....	James B. Campbell .....	\$272 00	\$0 7
13165	Kilbourne City to Grand Rapids .....	Cyrus D. Davis .....	1,568 50	5 05
13181	Cambridge to Madison .....	John E. Powers .....	400 00	1 24
13255	Kilbourne City to Reedsburgh .....	H. F. Treadwell .....	187 50	1 2
13271	Viroqua to La Crosse .....	John E. Powers .....	890 00	1 2
13271	do .....	do .....		
13313	Eau Claire to Reed's Landing .....	Henry Ash .....	1,650 00	1 2
13324	Pepin to Reed's Landing .....	Samuel Shaw .....	231 62	37
13362	Stockbridge to Chilton .....	Frederick J. Curtis .....	460 00	74
13365	Ephraim to Washington Harbor .....	Levi Vorans .....	125 00	6 25
13295	Black River Falls to Pole Grove .....	Joseph F. Smith .....	150 00	42
8006	Vicksburgh to New Orleans .....	George L. Kouns .....	19,980 00	96 06
9629	Mount Sterling to Elizaville .....	Werden & Wilson .....	448 66	1 0
9648	West Liberty to Painsville .....	Henry J. Spradlin .....	275 00	2 62
9653	Piketon to Wise Court-House, Va .....	James Greer .....	499 00	4 0
9654	Piketon to Logan Court-House, Va .....	John Dila, jr .....	398 00	3 22
9655	Hazard to Whitesburgh .....	Finley & Freeman .....	247 00	1 37
9694	Nicholasville to Albany .....	Thomas B. Mumford .....	4,536 70	\$5 22 4 12
9694	do .....	do .....		
9704	London Court-House to Morristown, Tenn. ....	Jesse Lovelace, attorney for William Herndon. ....	4,841 17	7 15
9704	do .....	do .....		
9707	Somerset to London .....	Robert Boyd .....	549 00	2 44
9708	Somerset to Whitley Court-House .....	Finley & Freeman .....	273 50	2 0
9710	Monticello to Huntsville .....	A. G. Smith .....	303 00	2 91
9714	Lebanon to Mannsville .....	Willie G. Chiff .....	286 00	1 2
9714	do .....	do .....		
9717	Springfield to Mackville .....	R. Marra .....	500 00	1 20
9725	Columbia to Park .....	Robert Boyd .....	593 00	2 25
9766	Mayfield to Paris, Tenn. ....	James R. Smith .....	1,400 00	4 4
9773	Rochester to Morgantown .....	James L. Rives .....	99 95	2
9773	do .....	do .....		
9783	Calro, Ill., to Mayfield .....	Lovelace & Jones .....	600 00	1 2
9781	Hazard to Manchester .....	William Haskins .....	249 00	2 20
9791	Catlettsburgh to Louisa .....	D. J. Burchette .....	702 00	2 25
9791	do .....	do .....		
9805	Prestonburgh to Hazard .....	James H. Hundley .....	324 50	3 12
9805	do .....	do .....		
9829	Caseyville to Dixon .....	R. P. Howard .....	200 00	1 2
9834	Harlan Court-House to Turkey Cove .....	James B. Howard .....	159 99	1 24
9860	Caseyville to Morganfield .....	James Kirney .....	122 00	1 15
9881	Jamestown to Cumberland City .....	Asa P. Simpson .....	149 00	1 0
9882	Lancaster to Nicholasville .....	Samuel Arritt .....	260 00	2 20
9883	Lot to Barboursville .....	George W. Cooper .....	124 00	1 20
9883	do .....	do .....		
8601	Sherman to Denton .....	A. H. Serrin .....	1,500 00	4 20
8611	Clarksville to Sulphur Springs .....	R. S. Van Wey .....	1,100 00	5 20
8612	Clarksville to Doaksville .....	do .....	750 00	3 00
8613	Jefferson to Clarksville .....	do .....	2,000 00	9 02
8614	Linden to Walnut Hill .....	W. B. Hicks .....	750 00	7 21
8618	Quitman to Jefferson .....	Wheeler & Bratcher .....	1,600 00	7 07
8618	do .....	do .....		
8621	Hallsville to Quitman .....	Henry Hampton .....	936 00	9 00
8622	Mineola to Paris .....	R. H. Cumble .....	1,457 15	7 01
8622	do .....	do .....		



## FINES AND DEDUCTIONS.

83

made from their pay, &amp;c.—Continued.

JANUARY 31, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Nov. 27; Dec. 25, 1873 ..		Wis ..	Total failures .....		\$3 48
From Mar. 1 to Dec. 31, '73	Strong Prairie ..	Wis ..	Failed to supply .....	\$32 00	32 10
Dec. 3, 1873 .....		Wis ..	Total failure .....		2 56
Oct. 23, 1873 .....		Wis ..	do .....		1 20
Dec. 19, 22, 1873 .....	Viroqua .....	Wis ..	Failed to arrive .....	}	4 28
Dec. 22, 1873 .....	La Crosse .....	Wis ..	do .....		
Oct. 22, 24; Nov. 6, 7, 12, 14, 1873 ..	Reed's Landing ..	Wis ..	do .....		10 08
Oct. 18, 23, 29, 1873 .....		Wis ..	Total failures .....		2 22
Dec. 4, 1873 .....		Wis ..	do .....		1 47
Dec. 23, 1873 .....		Wis ..	do .....		12 50
Nov. 11; Dec. 4, 1873 .....		Wis ..	Total failures; willful neglect ..	3 84	1 92
Jan. 21, 1874 .....	Bayou Tunica ..	La ..	Failed to exchange mail ..	5 00	
July 10, 19, 1873 .....	Mount Sterling ..	Ky ..	Failed to depart .....		2 86
Oct. 27; Nov. 24, 1873 .....		Ky ..	Failed over 27 miles of route ..		7 42
Dec. 8, 1873 .....	Wise Court-House ..	Ky ..	Failed to arrive .....		4 80
Nov. 24; Dec. 8, 14, 1873 .....		Ky ..	Failed over 25 miles of route ..		11 46
July 1; Aug. 12; Dec. 9, '73 ..		Ky ..	Failed totally .....		14 23
July 12, 1873 .....	Somerset from Monticello ..	Ky ..	Failed to arrive .....	}	10 30
Nov. 24; Dec. 4, 1873 .....	Between Monticello & Albany ..	Ky ..	Failed to arrive totally ..		
July 1, 2, 3, 1873 .....	Barbonville ..	Ky ..	Failed to supply .....		
Nov. 24, 1873 .....	do .....	Ky ..	Failed over 94 miles of route ..	}	17 57
Oct. 28; Nov. 25; Dec. 5, 9, 12, 30, 1873 ..		Ky ..	Failed over 18 miles of route ..		15 00
Oct. 24; Dec. 5, 1873 .....	Somerset .....	Ky ..	Failed to arrive .....		5 26
Nov. 20, 27; Dec. 19, 26, '73 ..		Ky ..	Failed over 28½ miles of route ..		13 84
Sept. 3; Dec. 13, 1873 .....	Lebanon .....	Ky ..	Failed to arrive .....	}	4 30
Dec. 13, 1873 .....	do .....	Ky ..	Failed over 11½ miles of route ..		
Nov. 22, 1873 .....	Mackville .....	Ky ..	Failed to arrive .....		1 60
Nov. 24, 1873 .....		Ky ..	Failed totally .....		5 70
Dec. 22, 1873 .....	Mayfield .....	Ky ..	Failed to arrive .....	}	4 48
Dec. 6, 1873 .....	Morgantown ..	Ky ..	do .....		
Dec. 13, 1873 .....	Rochester .....	Ky ..	do .....		1 92
July 28, 1873 .....	Mayfield .....	Ky ..	do .....		1 92
Nov. 17; Dec. 1, 8, 29, 1873 ..		Ky ..	Failed over 14 miles of route ..		5 04
July 10, 1873 .....	Catlettsburgh ..	Ky ..	Failed to take the entire mail ..	}	4 50
Dec. 31, 1873 .....	do .....	Ky ..	Failed totally .....		
July 1; Aug. 5, 12; Nov. 25; Dec. 9, 1873 ..	Prestonburgh ..	Ky ..	Failed to arrive .....		
July 3; Aug. 11, 14; Nov. 17, 30; Dec. 1, 4, 1873 ..	Hazard .....	Ky ..	do .....		37 44
July 7, 1873 .....		Ky ..	Failed totally .....		3 84
Nov. 7, 1873 .....	Harlan Court-House ..	Ky ..	Failed to arrive .....		1 54
July 5, 1873 .....		Ky ..	Loosing lock off mail-bag ..	3 50	
Sept. 5, 1873 .....		Ky ..	Failed totally .....		2 86
Aug. 22, 29, 1873 .....	Between Buckeye and Nicholasville ..	Ky ..	Omitted service on 13 miles ..		5 90
Oct. 27, 1873 .....		Ky ..	Failed over 10 miles .....	}	3 16
Nov. 24, 1873 .....		Ky ..	Failed over 23 miles of route ..		
Dec. 10, 1873 .....	Sherman .....	Texas ..	Failed to arrive .....		4 80
Dec. 10, 1873 .....	Clarksville .....	Texas ..	do .....		5 29
Nov. 11, 14, 17; Oct. 10, '73 ..	Doaksville .....	Texas ..	do .....		14 40
Nov. 25; Dec. 10, 1873 .....	Clarksville .....	Texas ..	do .....		19 20
Dec. 9, 16, 23, 1873 .....	Walnut Hill .....	Texas ..	do .....		21 63
Nov. 21, 1873 .....	Quitman .....	Texas ..	do .....	}	15 34
Nov. 14, 1873 .....	Jefferson .....	Texas ..	do .....		
Nov. 1, 1873 .....	Hallsville .....	Texas ..	do .....		9 00
Nov. 6, 10, 1873 .....	Paris .....	Texas ..	Left part of mail .....	}	7 01
Dec. 3, 1873 .....	do .....	Texas ..	Failed to arrive .....		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
8636	Nacogdoches to Caledonia .....	Mitchell & Orton .....	\$400 00	\$3 24
8651	Livingston, Woodville, and Nacogdoches .....	D. H. L. Hogg .....	{ 1,100 00 340 47 }	{ 10 57 }
8651	..... do .....	..... do .....		
8651	..... do .....	..... do .....		
8657	Jasper to Newton .....	H. W. Bendy .....	200 00	1 92
8657	..... do .....	..... do .....		
8685	Orange, Sabine Pass, and Weiss Bluff .....	G. B. Burn .....	9,750 00	45 27
8685	..... do .....	..... do .....		
8696	Huntsville to Madisonville .....	B. F. Woodward .....	1,040 00	3 33
8696	..... do .....	..... do .....		
7104	Carrollton to Greenwood .....	A. J. McDonald .....	545 00	1 71
7155	Forest to Raleigh .....	M. A. Metts .....	661 33	3 12
7209	Oxford to Tyro .....	Charles W. Smith .....	350 00	3 36
24	Belgrade to Mercer .....	W. K. Lancey .....	6-3 33	1 09
29	Pishon's Ferry to Canaan .....	L. G. Lord .....	250 00	2 34
14036	Hiawatha to Nemaha .....	David Dorrington .....	979 00	1 30
14047	Twin Mounds to Lynn Creek .....	W. A. Cardwell .....	296 00	1 23
14054	Ottawa to Paola .....	John C. Mott .....	550 00	1 75
14083	Burlingame to Council Grove .....	R. Marra .....	900 00	2 28
14101	Aronia to Quenemo .....	James Jackson, adm'r .....	475 00	2 23
14109	Manhattan to Clyde .....	J. R. Marra .....	3,338 00	5 34
14180	Minneapolis to Waterville .....	J. A. D. & F. M. Frazell .....	1,196 00	5 64
14120	..... do .....	..... do .....		
14224	Garnett to Burlington .....	Abel Stevens .....	630 00	2 20
14229	Owego to Girard .....	Elisha Hammer .....	312 00	3 00
14259	Minneapolis to Cawker .....	Lewis J. Dunn .....	613 00	5 30
14276	Russell to Red Cloud .....	M. H. Warren .....	1,874 00	4 22
14276	..... do .....	..... do .....		
14307	Burlington to Carbondale .....	William A. Cardwell .....	448 00	4 30
14304	Wyandotte to Tonganoxie .....	Charles Barber .....	720 00	2 30
14304	..... do .....	..... do .....		
14442	Beatrice to Fairbury .....	Charles P. Andrews .....	514 80	2 46
14417	Falls City to Craig Station .....	P. B. Miller .....	840 00	1 34
14522	Ashland to Lone Valley .....	Thomas Adams .....	338 00	3 12
10316	Saint Louis to Memphis, Tenn .....	John A. Scudder .....	21,000 00	67 30
10318	Quincy, Ill., to Edina .....	E. M. Randolph .....	1,785 00	5 72
10321	La Grange to Lewistown .....	C. A. Clark .....	599 22	1 92
10527	Memphis to Kirkeville .....	D. B. Cooper .....	462 00	2 25
10528	Edina to Memphis .....	George Ballinger .....	590 00	2 23
10528	..... do .....	..... do .....		
10528	..... do .....	..... do .....		
10531	Clarence to Kirkeville .....	J. A. Jackson .....	915 00	4 40
10531	..... do .....	..... do .....		
10533	Macon to Economy .....	James Conroy .....	300 00	1 44
10533	..... do .....	..... do .....		
10534	Macon to College Mound .....	Joseph Jolly .....	702 00	1 10
10534	..... do .....	..... do .....		
10538	Nineveh to Unionville .....	Jonathan Shott .....	240 00	2 26
14520	Grand Island to Springvale .....	S. S. Huntley .....	2,262 60	10 57
12029	Terre Haute to Martz .....	Cincinnati and Terre Haute Railroad Company .....	915 25	1 46
12029	..... do .....	..... do .....	915 25	1 46
3661	Millersville and Friendship .....	H. A. Drury .....	840 00	2 20
3661	..... do .....	..... do .....		
33	Farmington, Phillips, Rangeley .....	Daniel Clark .....	287 00	29 c. 6 a w l
33	..... do .....	..... do .....		32 c. 3 a w l
33	..... do .....	..... do .....		
33	..... do .....	..... do .....		
36	Strong to Salem .....	N. P. Harris .....	124 00	1 19
50	Pittsfield to Harmony .....	F. J. Littlefield .....	745 00	1 19

made from their pay, &amp;c.—Continued.

JANUARY 31, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Nov. 14, 1873	Nacogdoches	Texas	Failed to arrive		\$3 84
Oct. 8, 1873	Livingston	Texas	do		
Nov. 15, 22; Dec. 6, 20, 1873	Nacogdoches	Texas	do		
Oct. and Nov., 1873	Between Livingston and Woodville.	Texas	Failed to make second trip.		169 27
Nov. 6, 18, 1873	Jasper	Texas	Failed to arrive		
Oct. 9, 23; Nov. 9, 16, 1873	Newton	Texas	do		11 52
Dec. 24, 29, 1873	Orange	Texas	do		
Dec. 23, 26, 30, 1873	Weiss Bluff	Texas	do		234 35
Oct. 25, 28, 1873	Huntsville	Texas	do		
Oct. 27, 29, 1873	Madisonville	Texas	do		13 33
Nov. 24, 1873	Carrollton	Miss.	do		1 71
Dec. 5, 1873		Miss.	Failed totally		6 36
Nov. 26, 1873		Miss.	Failed on 8 miles of route		2 44
Nov. 25, 1873	Belgrade	Me.	Failed to arrive		1 09
Nov. 18, 24, 1873		Me.	Failed totally		1 52
Oct. 24, 25, 1873		Kans.	do		5 20
May 17; Dec. 10, 1873	Lynn Creek	Kans.	Failed to arrive		2 47
Dec. 6, 1873	Ottawa	Kans.	do		1 76
Dec. 6, 11, 1873	Council Grove	Kans.	do		5 76
Dec. 12, 1873	Arvonia	Kans.	do		2 23
Oct. 27, 1873	Clay Centre	Kans.	do		5 34
Nov. 28, 1873	Minneapolis	Kans.	do		
Dec. 12, 1873	Waterville	Kans.	do		11 72
Dec. 10, 1873	Burlington	Kans.	do		2 00
Dec. 12, 19, 23, 1873	Girard	Kans.	do		6 00
Dec. 9, 1873	Cawker City	Kans.	Failed to arrive; made 18 miles.		3 60
Dec. 3, 5, 9, 12, 1873	Russell and Osborne.	Kans.	Failed to arrive		
Dec. 2, 1873	Cora	Kans.	Failed to arrive part of trip performed.		18 82
Dec. 12, 1873	Burlington	Kans.	Failed to arrive		4 30
Dec. 10, 12, 1873	Wyandotte	Kans.	do		9 20
Dec. 13, 14, 1873	Tonganoxie	Kans.	do		
Dec. 6, 1873	Fairbury	Nebr.	do		2 48
Dec. 30, 1873	Falls City	Nebr.	do		1 34
Dec. 12, 13, 1873	Ashland	Nebr.	Failed to arrive and depart		6 50
Month of December, 1873	Between Saint Louis and Cairo.	Mo.	Failed one trip; made 200 miles.		59 82
Dec. 10, 12, 1873	Quincy	Mo.	Failed to arrive		11 44
Dec. 12, 1873	Lewistown	Mo.	do		1 92
Dec. 12, 1873	Kirksville	Mo.	do		2 25
Dec. 13, 1873	Edina	Mo.	do		
Dec. 12, 1873	Memphis	Mo.	do	\$5 00	5 86
Oct. 3, 17, 1873	do	Mo.	Wet mails		
Dec. 13, 1873	Clarence	Mo.	Failed to arrive		
Dec. 16, 1873	Kirksville	Mo.	do		8 80
Dec. 13, 1873	Macon	Mo.	do		
Dec. 13, 1873	Economy	Mo.	do		2 88
Dec. 12, 13, 1873	Macon	Mo.	do		
Dec. 12, 13, 1873	College Mound.	Mo.	do		4 40
Nov. 28; Dec. 5, 12, 1873	Unionville	Mo.	do		6 90
From Nov. 1 to Dec. 18, 1873.	Between Donnebrog and Loup City.	Nebr.	No service performed		70 00
Oct. 21, 22, 23, 24, 25, 26, 28, 29, 30, 31; Nov. 1, 2, 4, 5, 6, 7, 8, 9, 11, 12, 1873.	Maria	Ind.	Failed to arrive		20 00
Dec. 3, 4, 5, 9, 10, 1873	Terre Haute	Ind.	do		7 30
Oct. 29; Nov. 24, 1873	Millersville	Md.	do		
Oct. 30; Nov. 25, 1873	Friendship	Md.	do		10 76
Oct. 8, 21, 1873	Farmington	Me.	do		
Oct. 7, 21; Dec. 29, 1873	Phillips from Farmington.	Me.	do		
Oct. 7, 21; Dec. 31, 1873	Phillips from Rangeley.	Me.	do		2 73
Nov. 18, 1873	Rangeley from Phillips.	Me.	do		
Nov. 19, 1873	Strong	Me.	do		1 19
Nov. 26, 1873	Harmony	Me.	do		1 19

*Fines imposed on contractors and deductions:*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
63	Bangor to Dexter .....	W. A. Frye .....	\$1,000 00	\$1 44
19a	South Windsor to Warren .....	William A. Frye .....	1,200 00	\$2.403 a w. )
7044b	Ripley to Boonville .....	J. E. Rogers .....	244 43	0.726 a w. ) 2 35

WEEK ENDING SATURDAY.

10544	Linneus to Alpha .....	Thomas W. Moody .....	\$170 00	\$1 63
10544	do .....	do .....		
10548	La Plata to Sticklerville .....	Thomas J. Dockry .....	240 00	2 30
10558	Chillicothe to Bethany .....	U. E. Fisher .....	542 50	1 73
10558	do .....	do .....		
10582	Watson to Peru, Nebr. ....	Moses H. Thompson .....	467 00	74
10582	do .....	do .....		
10589	Wentaville, Troy, and Louisiana .....	Jacob Hartman .....	1,028 00	\$0 27, 1 55
10597	High Hill to Troy .....	R. H. T. Gatewood .....	297 00	2 25
10593	Troy to Ashley .....	do .....	473 00	2 25
10599	Danville to Loutre Island .....	George W. McCarty .....	203 00	2 00
4103	Wheeling to Bridgeport, &c .....	Citizen's Railway Company .....	800 00	24
4180	Braxton Court-House to Welch Glado .....	R. H. McCleave .....	499 00	2 39
7025	Hernando to Independence .....	William F. Neabit .....	234 00	2 25
7181	Brookhaven to Monticello .....	F. Fortinberry .....	395 50	1 25
7181	do .....	do .....		
4104	Wheeling to Parkersburgh .....	John Mulrine .....	7,200 00	11 53
4104	do .....	do .....		
134	Waterborough Centre to Newfield .....	Henry Pennell .....	394 70	63
156	Auburn to Livermore Centre .....	F. J. Merrill .....	1,194 00	1 91
161	Strickland's Ferry, Dixfield, and Canton Point .....	C. C. Ellis .....	775 00	1 13
163	North Jay, Dixfield, Bryant's Pond .....	Gideon Ellis .....	650 00	0 37 6 a w. )
163	do .....	do .....		1 33 3 a w. )
3112	Ridgeway and Tylersburgh .....	R. H. McCleave .....	799 00	3 44
36-7	Mulliken Station and West River .....	do .....	740 00	1 25
12378	Rochester to Kewanna .....	do .....	249 00	1 20
12378	do .....	do .....		
12189	Shelbyville to Morristown .....	D. A. Baker, Jr. ....	138 00	1 13
11026	Burlington to West Point .....	Martin Heizer .....	823 00	1 15
11026	do .....	do .....		
11030	Wapello to New Boston .....	N. N. Larrance .....	800 00	1 25
11030	do .....	do .....		
11036	Mount Pleasant to Bentonsport .....	J. H. Reeder .....	1,350 00	2 16
11036	do .....	do .....		
11040	Keosauqua to Troy .....	Calvin Scripture .....	407 00	1 39
11069	Knoxville to Albion .....	R. M. Thompson .....	610 00	1 25
11084	Milledgeville to Garden Grove .....	Wells Pepper .....	586 00	1 25
11115	Panora to Waukegan .....	C. A. Ferguson .....	465 00	0 32 1 27
11150	Davenport to Tipton .....	Stephen McKinley .....	750 00	3 60
11159	do .....	do .....		
11285	Decorah to Twin Springs .....	A. M. Perry .....	260 00	1 25
11315	Ames to Belmont .....	Haskell & Cheney .....	550 00	5 25
11341	Correctionville to Onawa City .....	F. C. Burrhus .....	469 00	2 25
11343	Correctionville to Cherokee .....	do .....	469 00	2 25
11344	do .....	do .....		

a Remit \$30, the deduction reported to Auditor November 8, 1873. Contractor delivered the mail  
 & Remit \$2.35, the deduction reported to Auditor January 17, 1874. The postmaster at Ripley states

made from their pay, &amp;c.—Continued.

JANUARY 31, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Nov. 17, 18, 20, 22, 24, 25, 26, 1873.	Dexter.....	Mo.....	Failed to connect.....	\$2 52	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

FEBRUARY 7, 1874, INCLUSIVE.

Dec. 12, 1873.....	Linneus.....	Mo.....	Failed to arrive.....	}	\$3 26
Dec. 19, 1873.....	Alpha.....	Mo.....	do.....		.....
Dec. 22, 1873.....	La Plata.....	Mo.....	do.....	}	2 30
Oct. 13, 29, 31; Nov. 19, 26; Dec. 3, 10, 15, 19, 24, 1873.	Chillicothe.....	Mo.....	do.....		.....
Oct. 21, 28, 30; Nov. 18; Dec. 4, 1873.	Bethany.....	Mo.....	do.....	}	25 95
Dec. 4, 6, 1873.....	Watson.....	Mo.....	do.....		.....
Dec. 2, 6, 1873.....	Peru.....	Mo.....	do.....	}	2 91
Dec. 3, 10, 1873.....	Louisiana.....	Mo.....	Wet mails.....		\$3 00
Dec. 12, 1873.....	High Hill.....	Mo.....	Failed to arrive.....	}	2 85
Dec. 9, 12, 1873.....	Troy.....	Mo.....	do.....		4 54
Dec. 9, 16, 23, 1873.....	Loutre Island.....	Mo.....	do.....	}	6 00
Quarter ending Dec. 31, 1873.	Wheeling.....	W. Va.....	For carelessly dropping mail-bags from wagon, twice.		5 00
Nov. 1, 4, 11, 12, 1873.....	Braxton Court-House.	W. Va.....	Failed to arrive.....	}	9 56
Nov. 26, 1873.....	Hernando.....	Miss.....	do.....		2 25
Oct. 25, 26, 30; Nov. 1, 8, 11, 13, 15, 16, 20, 29; Dec. 1, 3, 5, 8, 10, 15, 20, 22, 24, 26, 29, 31, 1873.	Brookhaven.....	Miss.....	do.....	}	40 00
Oct. 10, 22; Nov. 7, 22; Dec. 9, 14, 21, 23, 29, 1873.	Monticello.....	Miss.....	do.....		.....
Oct. 1, 3, 5, 8, 12, 15, 17, 19, 22, 30; Dec. 14, 16, 17, 26, 28, 31, 1873.	Wheeling.....	W. Va.....	do.....	}	345 90
Oct. 1, 2, 4, 7, 8, 9, 11, 14, 16, 18, 21, 29; Dec. 16, 17, 27, 1873.	Parkersburgh.....	W. Va.....	do.....		.....
Oct. 20; Nov. 24; Dec. 29, 1873.	Newfield.....	Mo.....	do.....	}	1 80
Dec. 29, 1873.....	Livermore Centre.....	Mo.....	do.....		1 91
Nov. 19, 20, 21, 22, 24, 25, 1873.	Dixfield.....	Mo.....	do.....	}	6 78
Nov. 21, 24, 1873.....	do.....	Mo.....	do.....		.....
Oct. 21, 1873.....	Bryant's Pond.....	Mo.....	do.....	}	1 11
Dec. 13, 1873.....	Tylersburgh.....	Pa.....	do.....		2 84
Oct. 21, 1873.....	do.....	Pa.....	do.....	}	2 50
Nov. 1, 1873.....	Rochester.....	Md.....	Failed to perform service.....		.....
Nov. 1, 1873.....	do.....	Ind.....	Failed to arrive.....	}	2 40
Dec. 13, 1873.....	Kewanua.....	Ind.....	do.....		.....
Dec. 13, 16, 20, 1873.....	Burlington.....	Ind.....	Failed totally.....	}	2 66
Dec. 11, 15, 19, 1873.....	West Point.....	Iowa.....	Failed to arrive.....		6 90
Oct. 22, 29; Nov. 24, 26, 73	New Boston.....	Iowa.....	do.....	}	10 24
Oct. 22, 31; Nov. 24, 26, 73	Wapello.....	Iowa.....	do.....		.....
Nov. 20, 26, 1873.....	Bentonport.....	Iowa.....	Failed to connect.....	}	10 00
Nov. 17, 1873.....	do.....	Iowa.....	Wet mail.....		.....
Nov. 19, 1873.....	Troy.....	Iowa.....	Failed to arrive.....	}	1 30
Oct. 30, 1873.....	Albia.....	Iowa.....	do.....		1 95
Dec. 13, 1873.....	Milledgeville.....	Iowa.....	do.....	}	1 86
From Dec. 1 to 19, 1873	do.....	Iowa.....	Failed to perform service.....		12 70
Dec. 4, 1873.....	Davenport.....	Iowa.....	Failed to arrive.....	}	7 20
Dec. 5, 1873.....	Tipton.....	Iowa.....	do.....		.....
Oct. 21, 1873.....	Twin Springs.....	Iowa.....	do.....	}	1 25
Oct. 11, 1873.....	Belmond.....	Iowa.....	do.....		5 28
Dec. 9, 26, 1873.....	Correctionville.....	Iowa.....	do.....	}	4 70
Dec. 9, 26, 1873.....	do.....	Iowa.....	do.....		.....
Dec. 9, 26, 1873.....	Cherokee.....	Iowa.....	do.....	}	9 00
.....	.....	.....	.....		.....

regularly over this part of the route through route-agents during the quarter.  
that the reported failure to arrive November 27, 1873, was an error; no failure occurred.

*Fines imposed on contractors and deductions*

WEEK ENDED SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
260	Brook Crossing, North Conway Br., Wolfborough Junction to Wolfborough.	Portsmouth, Great Falls, & Conway Railroad Co.	\$3,505 50	\$2 40, 00 31
272	Hillsborough Bridge to Claremont.	Noah Jackson	749 00	2 38
275	Hillsborough Bridge to East Washington	do	287 00	4 48
315	East Wakefield Railroad Station to Eaton Centre.	J. L. Drake	1,467 60	2 38
431	Saint Albans to Bakersfield	Tupper & Robinson	674 00	1 08
451	Waterford to Concord.	Hiram Hill	167 00	33
451	do	do		
468	Bethel to Mendon	Tupper & Robinson	900 00	1 44
469	Stockbridge, Hancock, Ripton, Middlebury.	do	920 00	0 69, 1 12
476	Vergennes to Chimney Point	A. D. Cheaney	550 00	1 78
478	Rutland, Woodstock, Woodstock Station	Hiram Hill	1,243 00	1 20, 31
481	Chester, Londonderry, Factory Point.	Tupper & Robinson	984 00	2 16, 36
481	do	do		
4112	Bellton to Lynn Camp.	W. E. Parriott	175 00	1 64
4112	do	do		
4113	Mannington to New Martinsville	H. W. Floyd	460 00	1 78
4113	do	do		1 32
27	Waterville, Skowhegan, Anson	V. D. Pinkham	980 00	0 73, 1 28
316	Alton Bay, Centre Harbor, Wolfborough.	Boston and Maine Railroad Company.	1,200 00	1 92
420	Jonesville to Waterville	Rogers & Stuart	792 00	2 22
436	Johnson, Newport, Troy	Hiram Hill	1,397 00	2 64, 31
690	New Bedford to Edgartown	Vineyard and Nantucket Steamboat Company.	1,750 00	2 28
713	South Deerfield, Ashfield, Adams	E. S. Burr	930 00	0 77, 1 48
813	Newport to New Shoreham	Amos D. Mitchell	875 00	2 28
927	Bolton Depot to Ashford	C. T. Talbott	745 00	1 38
6402	Jacksonville, Quincy, and Chattahoochee Railroad.	D. P. Holland (temp)	7,215 00	11 38
4116	Sistersville to Pennsborough	George Lewis	435 00	2 00
4117	Sistersville to Hebron	Isaac Wagoner	100 00	1 53
4124	Parkersburgh to Jackson Court-House	Peter G. Anderson	733 25	3 32
4124	do	do		
4138	Kanawha Court-House to Spencer	John W. Cottreal	780 00	2 50
4141	Carbonvale, Peytona, Logan Court-House	Nelson Stollings	1,238 25	1 76, 3 33
4141	do	do		
4141	do	do		
4125	Parkersburgh to Burning Spring	John Fisher	1,190 00	1 90
4125	do	do		
4125	do	do		
4128	Jackson Court-House to Ravenswood	G. P. Morrison	155 00	0
4128	do	do		
4136	Kanawha Court-House to Gallipolis	A. P. Deem and C. Shrowbury.	1,724 50	5 22
4136	do	do		
418	Washington to Chelsea	Chester Sanborn	219 00	7
3654	Mattiwoman to Leonardtown	J. C. Thompson	1,609 53	2 57
3654	do	do		
13601	Blue Earth City to Algona	M. V. Nichols	599 00	2 57
13623	Saint Charles to Plainview	Henry Ash	247 00	7
13645	Furibault to Red Wing	John H. Rock	1,300 33	4 16
13645	do	do		
13673	Hastings to Rosemount	Webster & Van Kleek	893 00	1 40
13702	Princeton to Wyoming	John Shinler	580 00	2 11
13736	Paynesville to Glenwood	George Johnson	495 00	4 57
13736	Torah to Glenwood	Edward Miller	800 00	7 08
13739	Benson to Montevideo	H. W. Stone	942 00	3 08

made from their pay, &amp;c.—Continued.

FEBRUARY 7, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Quarter ending Dec. 31, '73	Wolfborough Br.	N. H.	Failed to perform service.		\$126 70
Dec. 6, 8, 9, 1873.	Hillsborough Bridge.	N. H.	Failed to arrive	\$3 60	
Nov. 24, 25, 1873	Eaton Centre	N. H.	Failed totally		1 84
Oct. 21; Nov. 12, 24; Dec. 29, 1873.	Saint Albans	N. H.	Failed to arrive		11 90
Dec. 5, 1873.	Concord	Vt.	do		1 09
Nov. 27, 29; Dec. 6, 13, 16, 20, 27, 30, 1873.	Waterford	Vt.	do		5 30
Dec. 18, 25, 27, 1873.	Mendon	Vt.	do		1 44
Nov. 25, 1873	Ripton from Hancock.	Vt.	do		1 38
Nov. 18, 1873	Rutland	Vt.	Failed totally		3 52
Nov. 25; Dec. 23, 1873	Londonderry from Factory Point.	Vt.	Failed to arrive		2 40
Dec. 6, 1873	Factory Point	Vt.	do		6 30
Nov. 26, 28, 1873	Belton	W. Va.	do		6 72
Oct. 21; Nov. 25, 1873.	Lynn Camp	W. Va.	do		5 28
Dec. 13, 16, 1873.	Pine Grove	W. Va.	do		57 39
Dec. 13, 16, 1873	New Martinsville	W. Va.	do		
Quarter ending Dec. 31, '73	Skowhegan from Waterville.	Me.	No service.		
Quarter ending Dec. 31, '73	Bet. Alton Bay.	N. H.	do		85 71
Nov. 24; Dec. 3, 1873	Jonesville.	Vt.	Failed to arrive		4 44
Quarter ending Dec. 31, '73	Edgartown	Vt.	Failed to connect 92 times	44 59	
Oct. 8, 9, 27, 1873		Mass.	Failed to arrive		8 40
Dec. 29, 31, 1873.		Mass.	Failed on 33½ miles of route		5 20
Nov. 17, 1873		R. I.	Failed totally		5 60
Dec. 29, 31, 1873		Conn.	do		4 80
From Oct. 24 to Dec. 31, '73	Bet. Quincy and Chattahoochee.	Fla.	Failed to perform service; 4 trips a week.		111 00
Oct. 21; Nov. 25, 1873	Sisterville	W. Va.	Failed to arrive; traveled 10 miles.		5 28
Oct. 21; Nov. 26, 1873.	do	W. Va.	Failed to arrive		3 06
Oct. 21; Nov. 7, 25; Dec. 16, 23, 30, 1873.	Parkersburgh.	W. Va.	do		24 64
Dec. 15, 1873.	Jackson C. H.	W. Va.	do		2 50
Nov. 24, 1873	Spencer	W. Va.	do		
Nov. 24, 1873	Peytona from Carbouval.	W. Va.	do		8 26
Nov. 24, 1873	Peytona from Logan C. H.	W. Va.	do		
Dec. 6, 1873	Logan C. H.	W. Va.	do		13 30
Dec. 15, 16, 17, 1873.	Parkersburgh	W. Va.	do		
Dec. 15, 16, 17, 1873	Burning Spring	W. Va.	do		
Oct. 20, 1873	do	W. Va.	Wet mail		
Nov. 19; Dec. 12, 13, 17; Aug. 20, 1873.	Jackson C. H.	W. Va.	Failed to arrive		3 43
Nov. 19; Dec. 15, 1873	Ravenawood	W. Va.	do		11 04
Nov. 27, 1873	Kanawha C. H.	W. Va.	do		1 40
Nov. 28, 1873	Gallipolis	W. Va.	do		
Nov. 18, 25, 1873	Washington	Vt.	do		
Aug. 18, 1873	Between Chaptico and Leonardtown.	Md.	Failed to perform service		4 06
Aug. 19, 1873	Between Mechanicsville & Leonardtown.	Md.	do		
Dec. 9, 1873	Blue Earth City.	Minn.	Failed to arrive		2 87
Dec. 5, 12, 1873.		Minn.	Failed totally		3 16
Oct. 26, 30, 1873	Faribault	Minn.	Failed to arrive		16 64
Oct. 27, 31, 1873	Red Wing	Minn.	do		1 43
Dec. 4, 1873	Rosemount	Minn.	do		6 22
Dec. 4 and 5, 1873.	Between Princeton and North Branch.	Minn.	Failed totally once		
Dec. 11, 1873	Glenwood	Minn.	Failed to arrive		4 75
Dec. 8, 1873	do	Minn.	do		7 69
Dec. 3, 1873.	Benson	Minn.	do		3 00

*Fines imposed on contractors and deductions*

WEEK ENDED SATURDAY.

No. of route.	Terminal of route.	Contractor's name.	Annual compensation.	Half-trip.
260	Brook Crossing, North Conway Br., Wolfborough Junction to Wolfborough.	Portsmouth, Great Falls, & Conway Railroad Co.	\$3,505 50	\$2 40, 40
272	Hillsborough Bridge to Claremont.	Noah Jackson	749 00	2 40
275	Hillsborough Bridge to East Washington	do	287 00	44
315	East Wakefield Railroad Station to Eaton Centre.	J. L. Drake	1,487 60	2 34
431	Saint Albans to Bakersfield	Tupper & Robinson	674 00	1 00
451	Waterford to Concord	Hiram Hill	167 00	51
451	do	do		
468	Bethel to Mendon	Tupper & Robinson	900 00	1 44
469	Stockbridge, Hancock, Ripton, Middlebury.	do	920 00	0 69, 1 12
476	Vergennes to Chimney Point	A. D. Cheaney	550 00	1 78
478	Rutland, Woodstock, Woodstock Station	Hiram Hill	1,243 00	1 20, 31
481	Chester, Londonderry, Factory Point	Tupper & Robinson	964 00	2 10, 36
481	do	do		
4112	Belton to Lynn Camp	W. E. Parriott	175 00	1 66
4112	do	do		
4113	Mannington to New Martinsville	H. W. Floyd	460 00	1 74
4113	do	do		1 32
27	Waterville, Skowhegan, Anson	V. D. Pinkham	980 00	0 73, 1 20
316	Alton Bay, Centre Harbor, Wolfborough.	Boston and Maine Railroad Company.	1,200 00	1 92
420	Jonesville to Waterville	Rogers & Stuart	792 00	2 22
436	Johnson, Newport, Troy	Hiram Hill	1,397 00	2 64, 91
690	New Bedford to Edgartown	Vineyard and Nantucket Steamboat Company.	1,750 00	2 20
713	South Deerfield, Ashfield, Adams	E. S. Burr	930 00	0 77, 1 43
813	Newport to New Shoreham	Amos D. Mitchell	875 00	2 54
927	Bolton Depot to Ashford	C. T. Talbot	745 00	1 20
6402	Jacksonville, Quincy, and Chattahoochee Railroad.	D. P. Holland (temp)	7,215 00	11 36
4116	Sistersville to Pennsborough	George Lewis	435 00	2 00
4117	Sistersville to Hebron	Isaac Wagoner	160 00	1 53
4124	Parkersburgh to Jackson Court-House	Peter G. Anderson	733 25	3 52
4124	do	do		
4138	Kanawha Court-House to Spencer	John W. Cottreal	780 00	2 20
4141	Carbonvale, Peytona, Logan Court-House	Nelson Stollings	1,238 25	1 76, 3 32
4141	do	do		
4141	do	do		
4125	Parkersburgh to Burning Spring	John Fisher	1,190 00	1 40
4125	do	do		
4125	do	do		
4128	Jackson Court-House to Ravenswood	G. P. Morrison	155 00	0
4128	do	do		
4136	Kanawha Court-House to Gallipolis	A. P. Deem and C. Shrewsbury.	1,734 50	5 52
4136	do	do		
418	Washington to Chelsea	Chester Sanborn	219 00	70
3654	Mattiwoman to Leonardtown	J. C. Thompson	1,600 53	2 52
3654	do	do		
13601	Blue Earth City to Algona	M. V. Nichols	599 00	2 47
13623	Saint Charles to Plainview	Henry Ash	247 00	70
13645	Faribault to Red Wing	John H. Rock	1,300 33	4 16
13645	do	do		
13673	Hastings to Rosemount	Webster & Van Kleck	893 00	1 43
13702	Princeton to Wyoming	John Shinler	580 00	3 11
13736	Paynesville to Glenwood	George Johnson	495 00	4 75
13738	Torah to Glenwood	Edward Miller	800 00	1 40
13739	Benson to Montevideo	H. W. Stone	942 00	3 00



made from their pay, &amp;c.—Continued.

FEBRUARY 7, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Quarter ending Dec. 31, '73	Wolfborough Br.	N. H.	Failed to perform service.		\$126 70
Dec. 6, 8, 9, 1873.	Hillaborough Bridge.	N. H.	Failed to arrive	\$3 60	
Nov. 24, 25, 1873		N. H.	Failed totally		1 84
Oct. 21; Nov. 12, 24; Dec. 29, 1873.	Eaton Centre	N. H.	Failed to arrive		11 90
Dec. 5, 1873.	Saint Albans.	Vt.	do		1 09
Nov. 27, 29; Dec. 6, 13, 16, 20, 27, 30, 1873.	Concord	Vt.	do		5 30
Dec. 18, 25, 27, 1873.	Waterford	Vt.	do		1 44
Nov. 25, 1873	Mendon	Vt.	do		1 38
Nov. 19, 24, 1873	Ripton from Hancock.	Vt.	do		
Nov. 19, 1873		Vt.	Failed totally		3 52
Nov. 25; Dec. 23, 1873	Rutland	Vt.	Failed to arrive		2 40
Dec. 6, 1873.	Londonderry from Factory Point.	Vt.	do		6 30
Nov. 26, 28, 1873	Factory Point	Vt.	do		
Oct. 21; Nov. 25, 1873.	Belton	W. Va.	do		6 72
Oct. 21; Nov. 25, 1873.	Lynn Camp	W. Va.	do		
Dec. 13, 16, 1873.	Pine Grove	W. Va.	do		5 28
Dec. 13, 16, 1873	New Martinsville	W. Va.	do		
Quarter ending Dec. 31, '73	Skowhegan from Waterville.	Me.	No service.		57 39
Quarter ending Dec. 31, '73	Bet. Alton Bay.	N. H.	do		85 71
Nov. 24; Dec. 3, 1873	Jonesville	Vt.	Failed to arrive		4 44
Quarter ending Dec. 31, '73		Vt.	Failed to connect 32 times	44 59	
Oct. 8, 9, 27, 1873	Edgartown	Mass.	Failed to arrive		8 40
Dec. 29, 31, 1873.		Mass.	Failed on 334 miles of route		5 20
Nov. 17, 1873		R. I.	Failed totally		5 60
Dec. 29, 31, 1873		Conn.	do		4 80
From Oct. 24 to Dec. 31, '73	Bet. Quincy and Chattahoochee.	Fla.	Failed to perform service; 4 trips a week.		111 00
Oct. 21; Nov. 25, 1873	Sisterville	W. Va.	Failed to arrive; traveled 10 miles.		5 48
Oct. 21; Nov. 26, 1873.	do	W. Va.	Failed to arrive		3 06
Oct. 21; Nov. 7, 25; Dec. 16, 23, 30, 1873.	Parkersburgh.	W. Va.	do		24 64
Dec. 15, 1873.	Jackson C. H.	W. Va.	do		2 50
Nov. 24, 1873	Spencer	W. Va.	do		
Nov. 24, 1873	Peytona from Carbovalc.	W. Va.	do		8 26
Nov. 24, 1873	Peytona from Logan C. H.	W. Va.	do		
Dec. 6, 1873	Logan C. H.	W. Va.	do		
Dec. 15, 16, 17, 1873.	Parkersburgh	W. Va.	do		13 30
Dec. 15, 16, 17, 1873	Burning Spring	W. Va.	do		
Oct. 20, 1873	do	W. Va.	Wet mail		
Nov. 19; Dec. 12, 15, 17; Aug. 20, 1873.	Jackson C. H.	W. Va.	Failed to arrive		3 43
Nov. 19; Dec. 15, 1873	Ravenwood	W. Va.	do		
Nov. 27, 1873	Kanawha C. H.	W. Va.	do		11 04
Nov. 28, 1873	Gallipolis	W. Va.	do		
Nov. 18, 25, 1873	Washington	Vt.	do		1 40
Aug. 18, 1873	Between Chaptico and Leonardtown.	Md.	Failed to perform service		
Aug. 19, 1873	Between Mechanicsville & Leonardtown.	Md.	do		4 06
Dec. 9, 1873	Blue Earth City.	Minn.	Failed to arrive		2 87
Dec. 5, 12, 1873		Minn.	Failed totally		3 16
Oct. 26, 30, 1873.	Faribault	Minn.	Failed to arrive		16 64
Oct. 27, 31, 1873	Red Wing	Minn.	do		1 43
Dec. 4, 1873	Rosemount	Minn.	do		6 22
Dec. 4 and 5, 1873.	Between Princeton and North Branch.	Minn.	Failed totally once		
Dec. 11, 1873	Glenwood	Minn.	Failed to arrive		4 75
Dec. 8, 1873.	do	Minn.	do		7 69
Dec. 3, 1873.	Benson	Minn.	do		3 00

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
13790	Waterville to Janeesville.....	Charles Dolan .....	\$272 50	00 00
13828	Benson to Lac qui Parle.....	John W. King .....	504 00	1 61
13853	Bonniwell's Mills to Mover's Prairie.....	R. M. Young .....	98 00	54
13869	Maywood to Princeton.....	Edward Allen .....	200 00	1 91
4147	Cabell Court-House to Chapmanville.....	William S. Rogers .....	460 00	4 42
4147	do.....	do.....		
4154	Raleigh Court-House to Mouth Short Creek.....	James W. Harper .....	269 87	2 75
4156	Madison to Oceana.....	Richard Elkins .....	228 00	2 34
4159	Logan Court-House, Oceana, Logan Court-House.....	George W. Harper .....	517 32	\$1 54, 1 71
4159	do.....	do.....		
4159	do.....	do.....		
4160	Blue Sulphur Springs to Raleigh Court-House.....	Anderson McNeer.....	546 00	1 34, 1 42
4160	do.....	do.....		
4164	Concord Church to Pack's Ferry.....	do.....	343 42	1 65
4166	Princeton to Oceana.....	James H. Cook.....	349 00	1 45
4167	Princeton to Shady Spring.....	Anderson McNeer.....	248 00	2 32
4169	Lewisburgh to Huntersville.....	Joseph F. Caldwell.....	679 08	3 32
4170	Lewisburgh to Fayetteville.....	Sparriel Bailey.....	394 00	3 72
4170	do.....	do.....		
4170	do.....	do.....		
4174	Meadow Bluff to Red Sulphur Springs.....	Anderson McNeer .....	733 52	2 12
4184	Arnoldsburgh to Newton.....	Hiram Lewis .....	199 00	1 91
4184	do.....	do.....		
4185	Arnoldsburgh to Spencer.....	Miles Perine.....	186 00	39
4185	do.....	do.....		
4187	Burning Springs to Spencer.....	do.....	222 00	36
4188	Burning Springs to Glenville.....	John S. Brannen .....	350 00	3 45
4188	do.....	do.....		
4190	Wirt Court-House to Murrayville.....	William Wells.....	225 00	2 16
4194	Harriaville to Grantaville.....	George Slinnett.....	350 00	1 59
4197	West Union to Troy.....	George G. Griffin.....	500 00	1 59
4200	Ripley's, Moore's, Ripley's.....	Daniel Ripley.....	99 00	35
4200	do.....	do.....		
4201	Glenville to Arnoldsburgh.....	John M. Cain .....	495 00	1 52
4202	Glenville to Braxton Court-House.....	H. H. Beall.....	250 00	2 42
4203	Lost Creek to Peel Tree.....	Cornelius A. Gribble.....	88 40	42
4211	Weston to Middleport.....	Ezraas Felty .....	601 64	2 94
4211	do.....	do.....		
4212	Weston to Sand Fork.....	L. S. Ward .....	196 00	1 42
4206	Paris to Mount Pleasant.....	T. S. Valle .....	750 00	7 11
3136	Emileton and Emileton.....	J. E. Kemp .....	600 00	96
2981	North Buffalo and Slate Lick.....	do.....	175 00	54
364	Strout to Salem.....	N. P. Harris .....	124 00	1 13
150-5	Victory to Sterling.....	E. D. Clapp & J. K. Tallman.....	494 00	1 65

WEEK ENDING SATURDAY.

4213	Weston, Braxton, Nicholas Court-House.....	Ezraas Felty .....	\$1,060 00	\$5 36
4218	Buckhannon to Huttonsville.....	Andrew Poundstone .....	737 00	2 26
4218	do.....	do.....		
4224	Fairmount to Morgantown.....	Elcana C. Bright.....	225 00	73
4226	Morgantown to Uniontown.....	Manliff Hayes .....	490 00	1 57
4226	do.....	do.....		
4240	Rowlesburgh to Saint George.....	John H. Deets .....	197 25	42
4240	do.....	do.....		

a Remit \$1.19, the deduction reported to Auditor January 31, 1874. Service on this route being two  
 b Remit \$18.30 of the deduction reported to Auditor July 26, 1873. The deduction for failures between the pro rata pay being \$1.05 per trip.

made from their pay, &amp;c.—Continued.

FEBRUARY 7, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Oct. 22, 1873		Minn.	Failed totally		\$1 74
Oct. 29 and Dec. 3, 1873	Benson	Minn.	Failed to arrive		3 22
Oct. 6, 13, 1873	Mover's Prairie	Minn.	do.		1 88
Oct. 22, 1873		Minn.	Failed totally		3 82
Nov. 29, 1873	Cabell C. H.	W. Va.	Failed to arrive		8 84
Nov. 29, 1873	Chapmanville.	W. Va.	do.		8 84
Nov. 14, 27, 1873	Mouth Short Creek	W. Va.	do.		5 58
Dec. 12, 26, 1873	Madison	W. Va.	do.		4 56
Nov. 14, 1873	Logan C. H.	W. Va.	do.		
Nov. 14, 1873	Oceana from Logan C. H.	W. Va.	do.		8 21
Oct. 20; Nov. 24; Dec. 8, 1873	Oceana from Raleigh C. H.	W. Va.	do.		
Nov. 1, 20; Dec. 22, 1873	Blue Sulphur Springs.	W. Va.	do.		7 65
Dec. 17, 24, 31, 1873	Raleigh C. H.	W. Va.	do.		
Oct. 29, 1873	Concord Church.	W. Va.	do.		1 63
Nov. 27; Dec. 11, 1873	Princeton	W. Va.	do.		6 70
Dec. 8, 1873	Shady Spring	W. Va.	do.		2 38
Nov. 25, 1873	Huntersville	W. Va.	do.		5 26
Oct. 2, 1-73	Lewisburgh	W. Va.	do.		
Nov. 12, 26; Dec. 10, 31, 1873	do	W. Va.	Failed to arrive and depart		37 80
Oct. 23, 1873	Fayetteville	W. Va.	Failed to arrive		
Oct. 24, 1873	Red Sulphur Springs.	W. Va.	do.		2 35
Nov. 10, 1873	Arnoldsburgh	W. Va.	do.		
Nov. 24, 1-73	Newton	W. Va.	do.		3 82
Nov. 10, 1873	Arnoldsburgh	W. Va.	do.		
Nov. 24, 1873	Spencer	W. Va.	do.		1 19
Dec. 4, 13, 1873	do	W. Va.	Failed to arrive; went 8 miles each trip.		2 16
Oct. 22; Nov. 25, 1873	Burning Springs	W. Va.	Failed to arrive		13 80
Oct. 22; Nov. 26, 1873	Glenville	W. Va.	do.		
Dec. 27, 1873	Wirt C. H.	W. Va.	do.		2 16
Nov. 24, 1873	Grantsville	W. Va.	do.		2 68
Dec. 4, 13, 1873	Troy	W. Va.	do.		3 78
Dec. 13, 1873	Ripley's	W. Va.	do.		
Dec. 13, 1873	Moore's	W. Va.	do.		1 90
Nov. 24, 1873	Glenville	W. Va.	do.		1 58
Nov. 24, 1873	do	W. Va.	Failed to arrive; traveled 13 miles.		2 02
Oct. 30; Nov. 24; Dec. 11, 1873	Pool Tree	W. Va.	Failed to arrive		1 00
Dec. 13, 1873	Weston	W. Va.	do.		
Dec. 25, 1873	Middleport	W. Va.	Failed to arrive; run all but 11 miles.		4 26
Nov. 24, 1873	Sand Fork	W. Va.	Failed to arrive; traveled 14 miles.		1 24
Nov. 25, 1873	Paris	Tex.	Failed to arrive		7 11
Dec. 13, 1873	Pa.	Pa.	Failed to perform service		1 92
Dec. 13, 1873	do	Pa.	do.		1 12

FEBRUARY 14, 1874, INCLUSIVE.

Oct. 21; Nov. 25, 1873	Nicholas Court-House	W. Va.	Failed on 36 miles		\$5 42
Oct. 21; Nov. 25, 1873	Buckhannon	W. Va.	Failed to arrive		
Oct. 30; Nov. 24, 1873	Huttonsville	W. Va.	do.		9 44
Nov. 19, 21, 26; Dec. 17, 73	Fairmont	W. Va.	do.		2 28
Nov. 25, 1873	Morgantown	W. Va.	do.		3 14
Oct. 25; Nov. 25, 1873	Uniontown	W. Va.	do.		
Oct. 25; Nov. 25, 1873	Rowlesburgh	W. Va.	do.		3 60
Nov. 4, 25, 1873	Saint George	W. Va.	do.		

a week instead of once a week, makes the deduction less than \$1.

Red Creek and Sterling from March 15 to June 30, 1873, having been made at the rate of \$2.10 per trip,

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4242	Saint George to Red Creek.....	Adam C. Minear.....	\$153 90	\$1 47
4242	do.....	do.....	153 90	1 47
4243	Red Creek to Mouth of Seneca.....	Nathaniel Pennington.....	144 00	1 35
4243	do.....	do.....		
4248	Huntersville to Huttonsville.....	Ballard P. Conrad and Laban Currwell.....	624 00	3 00
4253	Luney's Creek to Mouth of Seneca.....	Abram Landes.....	145 00	1 39
4281	Frenchton to Webster Court-House.....	John Landes, jr.....	487 16	2 34
4298	Braxton Court-House to Clay Court- House.....	Sylvester Sutton.....	169 00	1 21
4304	Webster Court-House to Nicholas Court- House.....	John Landes, jr.....	448 00	4 20
4304	do.....	do.....		
4305	Buckhannon to Belington.....	Job Ward.....	325 00	1 56
4308	Peerysville to Mouth of Bradshaw Creek.....	Alexander Beaven.....	90 00	86
4418	Norfolk to Eastville.....	Old Dominion Steamship Company.....	3,500 00	11 21
4418	do.....	do.....		
4441	Tappahannock to Waraw.....	William N. Harris.....	215 00	1 03
4441	do.....	do.....		
4457	Horntown to Eastville.....	Rufus G. Dennis.....	1,697 00	5 43
4458	Horntown to Chincoteague Island.....	Alfred Hudson.....	390 00	1 35
4461	Princess Anne Court-House to Norfolk.....	Samuel Doudge.....	330 00	1 52
4461	do.....	do.....		
4489	Smithfield to Zuni Station.....	Jas. A. Stott.....	329 00	62
4489	do.....	do.....		
4524	Rocky Mount to Floyd Court-House.....	Thomas Lancaster.....	442 10	2 12
4528	do.....	do.....		
4528	do.....	do.....		
4531	Elamsville to Rocky Mount.....	Moses P. Jefferson.....	168 00	1 61
4531	do.....	do.....		
4467	Ivor to Jerusalem.....	Robert A. Nelson.....	390 00	1 21
4467	do.....	do.....		
4537	Christiansburgh to Floyd Court-House.....	William Martin.....	575 00	92
4542	Floyd Court-House to Stone Mountain.....	Thomas Lancaster.....	170 00	1 63
4550	Pittsylvania Court-House to Glade Hill.....	William B. Henry and W. H. Peas.....	360 00	3 46
4554	Martinsville to Patrick Court-House.....	John Lee Anglin.....	399 12	1 91
4556	Martinsville to Prillaman's.....	Joshua L. Craddock.....	208 00	1 60
4556	do.....	do.....		
4566	Abingdon, Estillville, Cumberland Gap.....	J. Aker Hagy.....	1,620 62	\$3 22 4 36
4566	do.....	do.....		
4566	do.....	do.....		
4567	Abingdon to Estillville.....	D. C. Dunn.....	192 00	1 84
4567	do.....	do.....		
4568	Abingdon, Lebanon, Tazewell Court- House.....	Garland S. Bruce.....	944 42	\$0 57 2 12
4575	Lebanon to Pattonville.....	do.....	339 00	3 25
4575	do.....	do.....		
4576	Lebanon to Piketon, Ky.....	Thomas J. Dickinson.....	543 00	5 21
4578	Jonesville to Tazewell, Tenn.....	D. C. Dunn.....	194 00	1 86
4578	do.....	do.....		
4582	Tazewell Court-House to Marion.....	C. H. Lynch.....	423 00	1 38
4582	do.....	do.....		

made from their pay, &amp;c.—Continued.

FEBRUARY 14, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Quarter ending Sept. 30, 1873.	From Black Fork to Red Creek.	W. Va.	Failed to extend service .....		\$24 24
Quarter ending Dec. 31, '73	do .....	W. Va.	do .....		24 22
Dec. 5, 1873 .....	Red Creek .....	W. Va.	Failed to arrive .....		2 76
Dec. 5, 1873 .....	Mouth of Seneca .....	W. Va.	do .....		3 00
Nov. 25, 1873 .....	Huntersville .....	W. Va.	do .....		
Dec. 4, 1873 .....	Mouth of Seneca .....	W. Va.	do .....		1 39
Oct. 21; Nov. 25, 1873 ..	Webster Court-House.	W. Va.	do .....		4 68
Oct. 24; Dec. 5, 1873 .....	Clay Court-House.	W. Va.	Failed to arrive; traveled 12 miles each trip.		4 72
Nov. 13, 27; Oct. 22, 1873	Webster Court-House.	W. Va.	Failed to arrive .....		
Nov. 26; Oct. 22, 1873 ..	Nicholas Court-House.	W. Va.	do .....		21 50
Oct. 21, 1873 .....	Bellington .....	W. Va.	Failed to arrive; traveled 7 miles.		2 28
Quarter ending Dec. 31, '73	do .....	W. Va.	No service .....		22 50
Dec. 26, 1873 .....	Norfolk .....	Va.	Failed to arrive .....		33 63
Nov. 7; Dec. 26, 1873 ..	Eastville .....	Va.	do .....		
Oct. 7, 1873 .....	Tappahannock .....	Va.	do .....		2 06
Oct. 7, 1873 .....	Warsaw .....	Va.	do .....		5 84
Nov. 17, 1873 .....	Eastville .....	Va.	Failed to arrive; traveled 30 miles.		1 25
Dec. 31, 1873 .....	Chincoteague Island.	Va.	Failed to arrive .....		
Dec. 26, 1873 .....	Princess Anne Court-House.	Va.	do .....		3 16
Dec. 26, 1873 .....	Norfolk .....	Va.	do .....		
Oct. 25; Dec. 25, 1873 ..	Smithfield .....	Va.	do .....		2 48
Oct. 25; Dec. 25, 1873 ..	Zuni Station .....	Va.	do .....		
Dec. 30, 1873 .....	Rocky Mount .....	Va.	Failed to arrive and supply .....		
Dec. 30, 1873 .....	Floyd Court-House.	Va.	do .....	\$18 20	4 24
Quarter ending Dec. 31, '73	Long Branch .....	Va.	do .....		
Oct. 10, 1873 .....	Rocky Mount .....	Va.	Failed to supply .....		2 33
Dec. 12, 1873 .....	do .....	Va.	Failed to arrive; run 24 miles.		
Dec. 25, 1873 .....	Ivor .....	Va.	Failed to arrive .....		2 42
Dec. 25, 1873 .....	Jerusalem .....	Va.	do .....		1 30
Dec. 29, 1873 .....	Christiansburgh .....	Va.	Failed to arrive; run 6 miles.		2 40
Nov. 17, 1873 .....	Stone Mountain .....	Va.	Failed to arrive; traveled 6 miles.		3 46
Dec. 25, 1873 .....	Pittsylvania Court-House.	Va.	Failed to arrive .....		1 12
Nov. 17, 1873 .....	Martinsville .....	Va.	Failed to arrive; lost 10 miles only.		3 00
Dec. 8, 1873 .....	do .....	Va.	Failed to arrive .....		
Oct. 16; Dec. 8, 1873 ..	Prillaman's .....	Va.	do .....		15 56
Dec. 6, 1873 .....	Abingdon .....	Va.	do .....		
Dec. 5, 31, 1873 .....	Estillville, from Abingdon.	Va.	do .....		
Dec. 1, 5, 1873 .....	Cumberland Gap .....	Va.	do .....		7 36
Dec. 6, 13, 1873 .....	Abingdon .....	Va.	do .....		
Dec. 5, 12, 1873 .....	Estillville .....	Va.	do .....	3 00	
Oct. 6, 1873 .....	do .....	Va.	Mail wet and damaged .....		
Nov. 20, 28; Dec. 11, 1873	Lebanon .....	Va.	Failed to arrive .....		12 62
Dec. 31, 1873 .....	Pattonsville .....	Va.	Failed to arrive; made 28 miles.		3 04
Oct. 28; Nov. 25, 1873 ..	Lebanon .....	Va.	Failed to arrive; performed 75 miles.		
Oct. 10, 17, 24, 31; Nov. 7, 14, 21, 28; Dec. 5, 12, 19, 26, 1873.	Jonesville .....	Va.	Failed to arrive .....		46 50
Oct. 3, 7, 10, 24, 31; Nov. 7, 14, 21, 28; Dec. 5, 12, 19, 26, 1873.	Tazewell .....	Va.	do .....		
Nov. 15, 29; Dec. 29, 1873.	Tazewell Court-House.	Va.	do .....		8 16
Oct. 20; Nov. 17, 1873 ..	Marion .....	Va.	do .....		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4585	Tazewell Court-House to Oceana .....	Moses A. Cartright .....	\$315 00	\$1 02
4548	Marion to Mouth of Wilson .....	Alexander Richardson .....	188 00	1 10
2541	Christiana and Christians .....	B. M. Lynch .....	694 00	1 11
2544	Peter's Creek to Peach Bottom .....	do .....	294 00	47
2548	Lancaster and Rowlandville .....	Dinan & Ramsay .....	1,778 00	2 84
2614	Line Lexington and Pleasant Valley .....	T. B. Rice .....	540 00	1 73
2697	Conyngham and Berwick .....	H. J. Yaple .....	289 00	1 28
2741	Honesdale to Damascus .....	W. R. McLaury .....	574 00	1 23
2885	Wrightsville and Castle Fin .....	Dinan & Ramsay .....	757 00	2 41
4589	Princeton, Bland Court-House, Wytheville .....	Micagha Bailey .....	681 96	1 53
4591	Lovely Mount to Indian Valley .....	Preston Akers .....	194 00	\$1 09, 1 19
4591	do .....	do .....		
4610	Staunton to Huttonsville .....	Berjamin F. Fifer .....	2,400 00	7 69
4643	Warrenton to Washington .....	Willie R. Brown .....	405 68	1 20
4710	Radford Furnace to Reed Island .....	R. A. Calfee .....	140 00	44
4713	Eggleston Springs to New River Depot .....	J. T. Lucas .....	299 00	35
4713	do .....	do .....		
4718	Waverly Station to Dillard's Wharf .....	R. H. McCleave .....	449 00	2 15
4734	Baptist Valley to Knob .....	William Altizen .....	114 00	1 09
4749	Blacksburgh to Cowan's Mills .....	William C. Harless .....	70 00	67
2556	Bird-in-Hand and Spring Grove .....	S. Slater .....	300 00	64
2577	Reading to Boyerstown .....	T. Barto .....	675 00	1 06
2795	Laporte and Canton .....	C. C. Lancaster .....	575 00	2 76
2795	do .....	do .....		
2952	Somerset and Mann's Choice .....	Picking, Snyder & Parsons .....	933 00	
2953	Somerset and Johnstown .....	do .....	933 00	1 49
2954	do .....	do .....	933 00	1 49
2956	Shaff's Bridge and Kingwood .....	P. S. Griffith .....	274 00	87
2958	Turkey Foot and Harnedaville .....	S. P. Snyder .....	225 00	72
3000	Stewarton and Donegal .....	J. L. Shultz .....	500 00	54
3000	do .....	do .....		78
3027	Hanlin Station and Bethany .....	A. C. Barr .....	160 00	1 53
3037	Pittsburgh and Fairview .....	W. J. Hooper .....	900 00	2 13
3051	Burtville and Ceres .....	I. Burt .....	174 00	63
3087	Ansonville and Graut .....	V. Tonkin .....	425 00	2 04
3091	Brookville and Ridgeway .....	J. C. Moorehead .....	547 00	27
3093	Brookville and Marionville .....	R. Dodge .....	416 00	2 00
3096	Stanton and Smicksburgh .....	J. Montgomery, sr. .....	340 00	1 63
8510	Galveston to Liberty .....	Charles W. Winn .....	8,000 00	28 46
5043	Edenton, Elizabeth City, Norfolk .....	W. A. Harney .....	3,086 00	\$ 51, 3 00
5043	do .....	do .....		
5043	do .....	do .....		
5043	do .....	do .....		
5045	Elizabeth City to Great Bridge .....	E. F. Baxter .....	641 38	6 16
5074	Sandford, Carthage, High Point .....	Barnabas Burns .....	1,455 12	1 11, 5 22
5085	Troy to Brower's Mills .....	David Allou .....	192 00	1 24
5086	Boatlick's Mills to Troy .....	Larkin Brewer .....	418 00	2 00
5090	Hillsborough to Milton .....	Abner Conklin .....	299 00	1 43
5090	do .....	do .....		
5101	Greensborough to Yanceyville .....	William W. White .....	636 00	3 15
5101	do .....	do .....		

made from their pay, &amp;c.—Continued.

FEBRUARY 14, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Nov. 24; Dec. 8, 1873	Oceana	Va.	Failed to arrive		\$6 04
Oct. 17, 1873	Marion	Va.	do.		1 80
Dec. 5, 1873		Pa.	Failed to perform service		2 22
Oct. 20, 22; Nov. 17; Dec. 13, 1873		Pa.	do.		3 76
Oct. 20, 1873	Rowlandsville	Pa.	Failed to arrive		2 84
Dec. 26, 1873	Pleasant Valley	Pa.	do.		1 78
Oct. 13, 1873		Pa.	Failed to perform service		1 84
Oct. 20; Nov. 12, 24, 1873	Damascus	Pa.	Failed to arrive		5 49
Dec. 8, 17, 31, 1873	Wrightsville	Pa.	do.		7 26
Oct. 21; Dec. 8, 1873	Princeton	Va.	Failed to arrive; traveled 15 miles.		4 24
Oct. 20, 1873	Lovely Mount	Va.	Failed to arrive	}	2 38
Oct. 20, 1873	Indian Valley	Va.	do.		
Oct. 20, 1873	Huttonsville	Va.	Failed to arrive; traveled two-thirds of route.		5 16
Oct. 10, 13, 20, 31, 1873	Warrenton	Va.	Failed to arrive		5 20
Oct. 4, 7, 9, 11, 14, 16, 18, 21, 23, 1873	Radford Furnace	Va.	do.		3 96
Oct. 11, 18, 25; Dec. 30, 1873	Eggleston Springs.	Va.	do.	}	4 75
Dec. 30, 1873	New River Depot	Va.	do.		
Nov. 15, 1873	Waverly Station	Va.	Failed to arrive; traveled 15 miles.		1 48
Quarter ending Dec. 31, '73		Va.	No service		28 50
Oct. 4, 11, 1873	Blacksburgh	Va.	Failed to arrive and depart		2 68
From Sept. 11 to Nov. 11, 1873	Spring Grove	Pa.	Failed to supply	\$5 00	
From July 22 to Oct. 22, '73	Brunnfieldville	Pa.	do.	{	5 00
Nov. 15, 1873	Between Shunk and Canton.	Pa.	Failed to perform service		
Dec. 6, 1873	Canton	Pa.	Failed to arrive		4 40
Nov. 22, 24, 25; Dec. 4, 1873	Mount Healthy	Pa.	Failed to supply	1 00	
Oct. 1, 2, 3, 4, 7, 8, 9, 10, 13, 20, 21, 24, 25, 27, 30, 31; Nov. 4, 6, 10, 11, 12, 13, 18, 19, 20, 21, 24, 25, 26, 27, 28, 29; Dec. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 30, 1873	Somerset	Pa.	Failed to arrive in contract time.	10 00	
Oct. 2, 1873	do	Pa.	Failed to arrive		1 49
Dec. 29, 1873		Pa.	Failed to perform service		1 74
Dec. 4, 13, 20, 30, 1873	Bet. Turkey Foot and Ursula.	Pa.	do.		3 84
Nov. 25, 1873	Between Stewart and Elm.	Pa.	do.	}	2 04
Dec. 13, 1873	Betw. Elm and Donegal.	Pa.	do.		
Dec. 13, 20, 1873	Bethany	Pa.	Failed to arrive		3 06
Dec. 16, 18, 23, 25, 1873	Fairview	Pa.	do.		11 32
Nov. 22; Dec. 9, 20, 30, 1873	Bartville	Pa.	Failed to arrive in contract time.	1 75	
Dec. 30, 1873		Pa.	Failed to perform service		4 02
Dec. 13, 1873		Pa.	Failed to perform service on 234 miles.		1 06
Dec. 6, 13, 1873	Marionville	Pa.	Failed to arrive		4 00
Dec. 13, 1873	Smicksburgh	Pa.	do.		1 63
Oct., Nov., and Dec., 1873	Galveston.	Tex.	Failure of 6 arrivals and 8 departures.		510 44
Dec. 27, 1873	Edenton	N. C.	Failed to arrive	}	16 09
Oct. 7; Dec. 27, 1873	Norfolk	Va.	do.		
Dec. 27, 1873	Elizabeth City from Edenton.	N. C.	do.		
Dec. 27, 1873	Elizabeth City from Norfolk.	Va.	do.		
Dec. 26, 1873	Great Bridge	N. C.	do.		6 16
Nov. 12, 1873	Carthage	N. C.	do.		5 33
Nov. 17, 1873	Brower's Mills	N. C.	Failed to arrive; traveled 8 miles.		2 68
Nov. 18, 1873	Troy	N. C.	do.		2 94
Nov. 18; Dec. 26, 1873	Hillsborough	N. C.	Failed to arrive	}	5 73
Nov. 17; Dec. 25, 1873	Milton	N. C.	do.		
Oct. 10; Nov. 11, 14, 1873	Greensborough.	N. C.	do.		
Oct. 9; Nov. 10, 13, 1873	Yanceyville.	N. C.	do.		18 90

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4585	Tazewell Court-House to Oceana .....	Moses A. Cartright .....	\$315 00	\$1 00
4586	Marion to Mouth of Wilson .....	Alexander Richardson .....	188 00	1 00
2541	Christiana and Christians .....	B. M. Lynch .....	694 00	1 11
2544	Peter's Creek to Peach Bottom .....	do .....	294 00	6
2548	Lancaster and Rowlandville .....	Dinan & Ramsay .....	1, 778 00	2 84
2614	Line Lexington and Pleasant Valley .....	T. B. Rice .....	540 00	1 75
2697	Conyngham and Berwick .....	H. J. Yaple .....	269 00	2
2741	Honesdale to Damascus .....	W. R. McLaury .....	574 00	1 83
2865	Wrightsville and Castle Pin .....	Dinan & Ramsay .....	757 00	2 41
4589	Princeton, Bland Court-House, Wytheville.	Micagha Bailey .....	681 96	1 63
4591	Lovely Mount to Indian Valley .....	Preston Akers .....	124 00	\$1 09, 1 19
4591	do .....	do .....		
4610	Staunton to Huttons ville .....	Berjamin F. Fifer .....	2, 400 00	7 69
4643	Warrenton to Washington .....	Willie R. Brown .....	405 68	1 30
4710	Radford Furnace to Reed Island .....	R. A. Calfee .....	140 00	44
4713	Eggleston Springs to New River Depot .....	J. T. Lucas .....	299 00	35
4713	do .....	do .....		
4718	Waverly Station to Dillard's Wharf .....	R. H. McCleave .....	449 00	2 15
4734	Baptist Valley to Knob .....	William Altizen .....	114 00	1 09
4749	Blacksburgh to Cowan's Mills .....	William C. Harless .....	70 00	6
2556	Bird-in-Hand and Spring Grove .....	S. Slater .....	300 00	64
2577	Reading to Boyers town .....	T. Barto .....	675 00	1 68
2795	Laporte and Canton .....	C. C. Lancaster .....	575 00	2 76
2795	do .....	do .....		
2952	Somerset and Mann's Choice .....	Picking, Snyder & Parsons .....	933 00	
2953	Somerset and Johnstown .....	do .....	933 00	1 49
2954	do .....	do .....	933 00	1 49
2956	Shaff's Bridge and Kingwood .....	P. S. Griffith .....	274 00	87
2958	Turkey Foot and Harnedaville .....	S. P. Snyder .....	225 00	72
3000	Stewarton and Donegal .....	J. L. Shultz .....	500 00	54
3000	do .....	do .....		78
3027	Hanlin Station and Bethany .....	A. C. Barr .....	160 00	1 33
3037	Pittsburgh and Fairview .....	W. J. Hooper .....	900 00	2 33
3051	Burtville and Ceres .....	I. Burt .....	174 00	23
3087	Ansonville and Grant .....	V. Tonkin .....	425 00	2 04
3091	Brookville and Ridgeway .....	J. C. Moorehead .....	547 00	7
3093	Brookville and Marionville .....	R. Dodge .....	416 00	2 00
3096	Stanton and Smicksburgh .....	J. Montgomery, sr. .....	340 00	1 63
8510	Galveston to Liberty .....	Charles W. Winn .....	8, 000 00	26 46
5043	Edenton, Elizabeth City, Norfolk .....	W. A. Harney .....	3, 086 00	\$ 51, 3 00
5043	do .....	do .....		
5043	do .....	do .....		
5043	do .....	do .....		
5045	Elizabeth City to Great Bridge .....	E. F. Baxter .....	641 38	6 16
5074	Sandford, Carthage High Point .....	Barnabas Burns .....	1, 455 12	1 11, 5 32
5085	Troy to Brower's Mills .....	David Allen .....	192 00	1 84
5086	Bostick's Mills to Troy .....	Larkin Brewer .....	418 00	2 00
5090	Hillaborough to Milton .....	Abner Conklin .....	299 00	1 43
5090	do .....	do .....		
5101	Greensborough to Yanceyville .....	William W. White .....	636 00	3 13
5101	do .....	do .....		



made from their pay, &amp;c.—Continued.

FEBRUARY 14, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Nov. 24; Dec. 8, 1873	Oceana	Va	Failed to arrive		\$6 04
Oct. 17, 1873	Marion	Va	do		1 80
Dec. 5, 1873		Pa	Failed to perform service		2 22
Oct. 20, 28; Nov. 17; Dec. 13, 1873		Pa	do		3 76
Oct. 20, 1873	Rowlandsville	Pa	Failed to arrive		2 84
Dec. 26, 1873	Pleasant Valley	Pa	do		1 78
Oct. 13, 1873		Pa	Failed to perform service		1 84
Oct. 20; Nov. 12, 24, 1873	Damascus	Pa	Failed to arrive		5 49
Dec. 8, 17, 31, 1873	Wrightsville	Va	do		7 26
Oct. 21; Dec. 8, 1873	Princeton	Va	Failed to arrive; traveled 15 miles.		4 24
Oct. 20, 1873	Lovely Mount	Va	Failed to arrive	}	2 38
Oct. 20, 1873	Indian Valley	Va	do		
Oct. 20, 1873	Huttonsville	Va	Failed to arrive; traveled two-thirds of route.		5 16
Oct. 10, 13, 20, 31, 1873	Warrenton	Va	Failed to arrive		5 90
Oct. 4, 7, 9, 11, 14, 16, 18, 21, 23, 1873	Radford Furnace	Va	do		3 96
Oct. 11, 18, 25; Dec. 30, 1873	Eggleston Springs.	Va	do	}	4 75
Dec. 30, 1873	New River Depot	Va	do		
Nov. 18, 1873	Waverly Station	Va	Failed to arrive; traveled 15 miles.		1 48
Quarter ending Dec. 31, '73		Va	No service		28 50
Oct. 4, 11, 1873	Blacksburgh	Va	Failed to arrive and depart		2 68
From Sept. 11 to Nov. 11, 1873	Spring Grove	Pa	Failed to supply	\$5 00	
From July 22 to Oct. 22, '73	Brunnfeldville	Pa	do	}	5 00
Nov. 15, 1873	Between Shunk and Canton.	Pa	Failed to perform service		
Dec. 6, 1873	Canton	Pa	Failed to arrive		4 40
Nov. 22, 24, 25; Dec. 4, 1873	Mount Healthy	Pa	Failed to supply	1 00	
Oct. 1, 2, 3, 4, 7, 8, 9, 10, 13, 20, 21, 22, 24, 25, 27, 30, 31; Nov. 4, 6, 10, 11, 12, 13, 18, 19, 20, 21, 24, 25, 26, 27, 28, 29; Dec. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 30, 1873	Somerset	Pa	Failed to arrive in contract time.	10 00	
Oct. 2, 1873	do	Pa	Failed to arrive		1 49
Dec. 29, 1873		Pa	Failed to perform service		1 74
Dec. 4, 13, 20, 30, 1873	Bet. Turkey Foot and Ursina.	Pa	do		3 84
Nov. 25, 1873	Between Stewarton and Elm.	Pa	do	}	2 64
Dec. 13, 1873	Between Elm and Donegal.	Pa	do		
Dec. 13, 20, 1873	Rothary	Pa	Failed to arrive		3 06
Dec. 16, 18, 23, 25, 1873	Fairview	Pa	do		11 32
Nov. 22; Dec. 9, 20, 30, 1873	Bartville	Pa	Failed to arrive in contract time.	1 75	
Dec. 30, 1873		Pa	Failed to perform service		4 08
Dec. 13, 1873		Pa	Failed to perform service on 23½ miles.		1 06
Dec. 6, 13, 1873	Marionville	Pa	Failed to arrive		4 00
Dec. 13, 1873	Smicksburgh	Pa	do		1 63
Oct., Nov., and Dec., 1873	Galveston.	Tex.	Failure of 6 arrivals and 8 departures.		510 44
Dec. 27, 1873	Edenton	N. C.	Failed to arrive	}	16 00
Oct. 7; Dec. 27, 1873	Norfolk	Va	do		
Dec. 27, 1873	Elizabeth City from Edenton.	N. C.	do		
Dec. 27, 1873	Elizabeth City from Norfolk.	Va	do		
Dec. 26, 1873	Great Bridge	N. C.	do		6 16
Nov. 18, 1873	Carthage	N. C.	do		5 33
Nov. 17, 1873	Brower's Mills	N. C.	Failed to arrive; traveled 8 miles.		2 68
Nov. 18, 1873	Troy	N. C.	do		2 94
Nov. 18; Dec. 26, 1873	Hillsborough	N. C.	Failed to arrive	}	5 72
Nov. 17; Dec. 25, 1873	Milton	N. C.	do		
Oct. 10; Nov. 11, 14, 1873	Greensborough.	N. C.	do		
Oct. 9; Nov. 10, 13, 1873	Yanceyville.	N. C.	do		18 90

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
5109	Madison to Mount Airy .....	James P. Williams .....	\$295 00	\$2 33
5109	do .....	do .....		
5119	Salem to Wytheville .....	C. H. Lynch .....	1,500 00	4 40
5127	Lexington to Statesville .....	W. A. Heitman .....	340 00	3 36
5127	do .....	do .....		
5163	Rutherfordton to Marion .....	Andrew R. Eaves .....	243 00	2 33
5163	do .....	do .....		
5165	Rutherfordton to Columbus .....	William C. Wallace .....	119 88	1 15
5184	Wilkesborough to Jefferson .....	William W. White .....	531 00	1 70
5195	Day Book to Swingleville .....	James Hughes .....	113 00	1 12
5198	Hendersonville to Casher's Valley .....	S. T. Featherstone .....	430 00	4 13
5198	do .....	do .....		
5162	Rutherfordton to Gardner's Ford .....	Andrew R. Eaves .....	244 00	2 36
5162	do .....	do .....		
4429a	Baynesville to Farmer's Fork .....	R. C. Hammack .....	250 00	1 30

WEEK ENDING SATURDAY.

5088	Hillaborough, Black Walnut, and South Boston Depot .....	C. M. Conklin .....	\$358 92	\$1 89, 90 38
5088	do .....	do .....		
5020	Whitesville to Little River .....	John H. Dixon .....	463 00	4 30
5020	do .....	do .....		
9628	Booneville to Irvine .....	Robert Boyd .....	738 00	2 36
5207	Waynesville to Newport .....	W. T. Ferguson .....	390 00	3 75
5208	Waynesville to Valleytown .....	A. L. Cooper and M. B. Crisp .....	408 00	3 32
5210	Casher's Valley to Clayton .....	H. Bumgarner and P. McCall .....	245 00	2 35
5210	do .....	do .....		
5245	Raleigh to Roxborough .....	S. W. Young .....	480 00	4 61
5245	do .....	do .....		
5246	Manson to Clarksville .....	Armistead King .....	624 00	2 60
5269	Dudley to Strabane .....	Lancaster J. Moore .....	250 00	2 40
5279	Mantoo to Hutteras .....	George R. Midgett .....	600 00	5 76
5279	do .....	do .....		
12079	Bedford to Keck's Church .....	Isaac Johnson .....	239 00	2 29
12083	Shoals to Jasper .....	Anthony Steinhauer .....	510 00	1 63
12121	Paoli to Leavenworth .....	John C. Haskins .....	204 00	1 96
12138	New Albany to Marengo .....	James H. Turner .....	276 00	2 45
12165	North Vernon to Brewersville .....	William T. Davis .....	130 00	63
12161	Greensburgh to Milroy .....	Luther T. Stewart .....	425 00	62
12211	Portland to New Bremen, O .....	Thomas M. Ash .....	644 89	3 10
12230	Elwood to Shilville .....	Thomas Jennings .....	156 00	1 36
12335	Williamsport to Pine Village .....	David Ogburn .....	400 00	1 22
12367	Nashville to Morgantown .....	Sanson Schrock .....	576 00	92
19429	Petersburgh to Vincennes .....	Anderson Arnot .....	554 36	1 37
7067	Abbeville to Pontotoc .....	Jesse Johnsey .....	550 00	5 23
7067	do .....	do .....		
7067	do .....	do .....		
2368	York and Slate Hill .....	J. W. Wise .....	598 00	1 91
3541	Baltimore and Sam's Creek .....	Dinan & Ramsay .....	942 00	3 01
3541	do .....	do .....		
3680	Lake Roland and Stevenson's Station .....	W. A. Bernathy .....	398 00	63
8074	Hickory Flats to Lake Charles .....	Mark H. Lee .....	350 00	3 36

a Remit \$31.25, the deduction reported to Auditor December 27, 1873. It now appears that service

made from their pay, &amp;c.—Continued.

FEBRUARY 14, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Dec. 17, 1873.	Madison	N. C.	Failed to arrive	}	\$5 66
Dec. 18, 1873.	Mount Airy	N. C.	do		
Nov. 22, 1873	Wytchville	N. C.	do		4 80
Nov. 19, 1873	Lexington	N. C.	do		
Nov. 25, 1873	Stateville	N. C.	do		6 52
Nov. 18, 1873	Rutherfordton	N. C.	do		
Nov. 17, 1873	Marion	N. C.	do		4 66
Dec. 23, 1873.	Rutherfordton	N. C.	do		1 15
Dec. 31, 1873.	Jefferson	N. C.	do		1 70
Dec. 29, 1873.	Swingleville	N. C.	do		1 08
Oct. 11, 1873	Hendersonville.	N. C.	Failed to arrive; went 43 miles.	}	
Dec. 27, 1873.	do	N. C.	Failed to arrive; went 27 miles.		5 84
Nov. 14, 1873	Rutherfordton	N. C.	Failed to arrive		
Nov. 17, 1873	Gardner's Ford	N. C.	do		4 75

FEBRUARY 21, 1874, INCLUSIVE.

Nov. 1, 19, 1873	Hillsborough.	N. C.	Failed to arrive	}	
Nov. 12, 1873	Black Walnut from Hillsborough.	N. C.	do		\$5 67
Dec. 19, 1873.	Whitesville	N. C.	do		
Dec. 19, 1873.	Little River	N. C.	do		9 00
Nov. 25, 27, 29; Dec. 9, 1873	Booneville	Ky.	do		9 44
Dec. 25, 1873.	Newport.	N. C.	do		3 75
Oct. 28; Dec. 23, 1873	Waynesville	N. C.	do		7 84
Nov. 24, 1873	Casher's Valley.	N. C.	do		
Oct. 27; Nov. 17, 1873.	Clayton	N. C.	do		7 00
Nov. 19, 1873	Raleigh	N. C.	do		
Nov. 20, 1873	Roxborough	N. C.	do		9 22
Nov. 7, 17, 1873	Clarksville.	N. C.	Failed to arrive; traveled 16 miles each time.		2 88
July 4, 1873	Strabane	N. C.	Failed to arrive	}	2 40
Nov. 5, 12, 19, 26; Dec. 3, 1873.	Manteo	N. C.	do		
Nov. 3, 10, 17, 24; Dec. 1, 8, 15, 22, 29, 1873.	Hatteras	N. C.	do		80 64
Dec. 13, 1873		Ind.	Failed over 15 miles of route.		2 75
Dec. 12, 1873		Ind.	Failed over 14 miles of route.		1 63
Quarter ending Dec. 31, 1873.	Pilot Knob	Ind.	Continued delay in arriving and departing, &c.	\$5 00	
From Aug. 19 to Oct. 30, 1873.	Frenchtown	Ind.	Failed to supply	3 80	
Dec. 13, 1873		Ind.	Failed totally		1 25
Dec. 4, 13, 1873		Ind.	do		2 72
Dec. 5, 12, 1873	New Bremen	Ind.	Failed to arrive		6 20
Dec. 5, 1873		Ind.	Failed totally		3 00
Dec. 4, 1873.		Ind.	do		2 66
Apr. 2, 9; July 3; Aug. 1; Dec. 4, 9, 12, 1873.	Between Bean Blossom and Morgantown.	Ind.	Failed over 8 miles of route.		7 91
Dec. 15, 1873		Ind.	Failed totally		2 74
Dec. 4, 1873	Abbeville	Miss	Failed to arrive	}	
Nov. 21, 1873	Pontotoc	Miss	do		
Dec. 3, 1873	do	Miss	Failed totally on 22 miles of route.		16 36
Oct. 2, 4, 7, 9, 11, 14, 16, 18, 21, 23, 25, 28, 30; Nov. 1, 4, 6, 8, 11, 13; Dec. 2, 4, 6, 9, 11, 13, 18, 20, 23, 25, 27, 30, 1873.	Slate Hill	Pa.	Failed to arrive in contract time.	15 50	
Oct. 7, 9, 11, 1873	Sam's Creek	Md.	Failed to arrive	}	15 05
Oct. 8, 10, 1873	Baltimore	Md.	do		
From Oct. 1 to Nov. 1, 1873		Md.	Failed to perform service.		33 48
Feb. 5, 1873.	Hickory Flats	La.	Mail wet and damaged	3 36	

was performed, although there was no postmaster at Paynesville.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
3102	Phillipston to Clarion.....	Joseph Evans .....	\$899 00	\$1 44
3102	do .....	do .....		
3104	Clarion to Parker's Landing.....	do .....	790 00	1 25
3104	do .....	do .....		
3124	Pittsfield and Broken Straw.....	J. Sherman .....	490 00	72
3124	do .....	do .....		
3124	do .....	do .....		
3164	Harlansburgh and Slippery Rock.....	D. A. McBride .....	418 60	1 34
3193	Miller's Station and Lincolnville.....	W. N. Bennett .....	190 00	91
3421	Townsend, Deakynville .....	Joseph F. Donoho.....	420 00	67
3532	White Hall and Peach Bottom .....	N. H. Bull .....	998 00	1 50
3569	Chestertown to Greensborough.....	Jones & Rodrock .....	1, 295 00	2 07
3569	do .....	do .....		
6640	Crocket to Douglas .....	Mitchell & Orton .....	2, 590 00	2 64
14132a	Solomon to Stockton, and Cawker City to Graham.	H. Tiedale .....	7, 956 00	

WEEK ENDING SATURDAY

2757	Rushville to Hawleytown .....	P. Delaney .....	\$498 00	\$1 32
13936	Owego to Breckenridge, Minn.....	David McCauley .....	858 00	
3640	Georgetown, D. C., to Seneca, Md.....	W. H. Ritter .....	150 00	3
8116	Cotile to Sullivan's Landing .....	B. H. Peterson .....	550 00	1 75
8634	San Augustine to Marshall .....	Alexander Leach .....	1, 399 00	6 75
3436	Daysborough and Frankford .....	W. J. Parkhurst .....	240 00	77
1429b	Chaumont to Clayton .....	John E. Kemp .....	231 00	1 11
1430c	Watertown to Stowell's Corners .....	do .....	60 00	55
6402d	Jacksonville, Quincy, and Chattahoochee Railroad.	D. P. Holland, temporary contractor.	7, 215 00	11 27
12564e	Detroit to Sault de Ste. Marie .....	J. T. Whiting .....	1, 600 00 (Nav.)	14 40

WEEK ENDING SATURDAY

4533	Salem, New Castle, Ripley Mills.....	Smith Caldwell.....	\$500 00	\$1 84, 0 2
6640	Crockett to Nacogdoches .....	Mitchell & Orton .....	2, 590 00	2 07
7575f	Clarksville to Charleston .....	R. A. Donnally .....	1, 100 00	5 24
9775g	Rochester to Morgantown .....	James L. Rives .....	99 95	95

a Remit \$61, the deduction reported to Auditor January 10, 1874. Postmasters at Logan and Graham  
b Remit \$24.42, the fine reported to Auditor January 24, 1874, it having been shown that the failure service, instead of twice per week, (as per contract,) was performed between Chaumont and Depue  
c Remit \$2.87, the deduction reported to Auditor January 20, 1874. Postmaster at Stowell's Corner on other days, &c.  
d Remit \$111, the deduction reported to Auditor February 7, 1874, the branch to route 6402, between 15, 1874.

e Remit \$50, the fine reported to Auditor August 9, 1873; evidence having been furnished that, because  
f Remit \$20.96 of the deduction reported to Auditor July 19, 1873, it appearing that fully half of trip on the other end of the route.  
g Remit \$1.92, the deduction reported to Auditor January 31, 1874. Postmaster at Rochester reports

made from their pay, &c.—Continued.

FEBRUARY 21, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Oct. 1; Nov. 26, 27; Dec. 3, 5, 6, 9, 10, 11, 12, 13, 15, 16, 18, 19, 20, 22, 23, 24, 1873.	Phillipston.....	Pa.....	Failed to connect.....	\$27 60	
Oct. 1, 2, 3, 4, 6, 7, 8, 9, 11, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31; Nov., whole month; Dec. 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 1873.	Clarion.....	Pa.....	Failed to arrive in contract time.		
Oct., Nov., and Dec., whole month, except Dec. 17, 19, 1873.	do.....	Pa.....	do.....	19 25	\$2 52
Dec. 17, 19, 1873.	do.....	Pa.....	Failed to arrive.....		
Oct. 29; Nov. 13, 14; Dec. 4, 1873.	Pittsfield.....	Pa.....	do.....		
Dec. 4, 1873.	Broken Straw...	Pa.....	do.....		4 62
Dec. 12, 1873.	do.....	Pa.....	Failed on 6 miles to perform service.		
Dec. 13, 1873.	do.....	Pa.....	Failed totally.....		2 68
Nov. 29, 1873.	do.....	Pa.....	do.....		
Dec. 26, 1873.	Deakynville.....	Del.....	Failed to deliver mail.....	1 00	1 82
Oct. 31; Nov. 1, 3, 4, 1873.	Peach Bottom, from Jarrettsville.	Md.....	Failed to arrive.....		4 40
Dec. 22, 1873.	Cheestertown.....	Md.....	do.....		
Dec. 23, 1873.	Greensborough.....	Md.....	do.....	10 00	4 14
Feb. 13, 1873.	Crockett.....	Tex.....	Left all the through mail.		

FEBRUARY 28, 1874, INCLUSIVE.

Dec. 13, 1873.	Rushville.....	Pa.....	Failed to arrive.....		\$1 59
Quarter ending Dec. 31, 1873.	do.....	Dak.....	No evidence of service.....		214 50
From Oct. 1 to Dec. 31, 1873.	do.....	Md.....	Failed to perform service.....		37 92
June, July, Aug., 1873.	do.....	La.....	No service performed.....		137 50
Jan. 30, 1874.	Carthage.....	Tex.....	Left paper-mail since the 1st of January, 1874.	\$13 50	
From July 1 to Dec. 31, 1873.	Bet'n Frankford and Roxana.	Del.....	Failed to perform service on 6 miles.		28 44

MARCH 7, 1874, INCLUSIVE.

Quarter ending Dec. 31, 1873.	Betw'n Ripley's Mills and New Castle.	Va.....	No service.....		\$20 83
Feb. 28, 1874.	Crockett.....	Tex.....	Delivered wet and damaged mail.	\$5 00	

both forward certificate showing that service was performed.

from November 1 to December 9, 1873, occurred on 4 miles of the route, and that 6 times per week ville, &c.

states that the reason he reports on his registers "no mail sent," was because the mail had been sent Chattanooga and Quincy, not having been recognized in the order of D. P. Holland of January

of ice in the lake, boats could not make trips regularly and on time.

failing to reach Charleston were performed, and the failures to arrive at Clarksville were only failures

the mail only delayed and did arrive some hours after schedule-time, caused by high water.

*Fines imposed on contractors and deductions*

## WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
5176	Morganton to Bakersville .....	J. J. Mott .....	\$337 00	\$3 24
5706	Maysville to Indiantown .....	Ezekiel Keels .....	175 00	1 64
6069	La Grange to Antioch .....	M. J. Cary .....	150 00 & 70 58	\$1 44, 0 66
8007	Brashear to New Iberia .....	James B. Price .....	12, 500 00	20 63
3402a	Delmar and Crisfield .....	Eastern Shore Railroad Company, of Maryland.	2, 375 00	3 4

## WEEK ENDING SATURDAY.

316b	Alton Bay, Centre Harbor, and Wolf- borough.	Boston and Maine Railroad Company.	\$1, 200 00	\$1 92
4539c	Christiansburgh, Blacksburgh, to New- port.	Richard J. Noell .....	437 00	\$0 41, 0 30
4539d	do .....	do .....	437 00	0 41, 0 30
12138e	New Albany to Marango .....	James H. Turner .....	276 00	2 43
4529f	Rocky Mount to Floyd Court-House .....	Thomas Lancaster .....	444 10	2 12
4312	Point Pleasant to Gallipolis .....	J. A. Saunders .....	260 00	2 3
8640	Crockett to Nacogdoches .....	Mitchell & Orton .....	840 00	8 0

## WEEK ENDING SATURDAY.

4577	Jonesville to Turkey Cove .....	D. C. Dunn .....	\$72 00	\$1 63
8591	Canton to Palestine .....	A. B. Norton .....	1, 400 00	13 46
6203g	Cleveland to Hayesville .....	John H. Holmes .....	297 00	2 35

## WEEK ENDING SATURDAY

5279A	Manteo to Hatteras .....	George R. Midgett .....	\$800 00	\$5 72
4418i	Norfolk to Eastville .....	Old Dominion Steamship Company, M. N. Falls, agent.	3, 500 00	11 21
5096	Milton to Whitlock .....	John W. Burton .....	450 00	73
5096	do .....	do .....		
11009	Calmar to Algona .....	Milwaukee and Saint Paul Railroad Company.	6, 390 00	4 04
11009	do .....	do .....	6, 390 00	4 04
10961A	Newark to Locust Hill .....	Daniel Eggleston .....	148 00	1 47
13514	Hastings to Carver .....	Hastings & Dakota Rail- road.	3, 729 50	5 96
13514	do .....	do .....		
13514	do .....	do .....	3, 729 50	5 96
13937	Sioux Falls to Fort Thompson .....	C. F. and N. B. Campbell ..	2, 743 43	26 37
13937	do .....	do .....		

a Remit \$22.80, the deduction reported to Auditor November 29, 1873. It now appears that the regular  
b Remit \$85.71, the deduction reported to Auditor February 7, 1874. Postmaster at Alton Bay now  
c Remit \$31.98, the deduction reported to Auditor May 24, 1873; it now appearing, from late evidence  
d Remit \$11.07, the deduction reported to Auditor August 2, 1873, for above reason.  
e Remit \$3.80, the fine imposed February 16, and reported to Auditor February 21, 1874; it appearing  
f Remit \$18.20, the fine reported to Auditor February 7, 1874, it now appearing that the post-office at  
g Remit \$74.25, the deduction reported to Auditor November 29, 1873, evidence of service having been  
the old number, 6188.  
h Remit \$66.18 of the deduction of \$80.64, reported to Auditor February 21, 1874, it now appearing that  
i to December 31, 1874.  
i Remit \$33.63, the deduction reported to Auditor February 14, 1874, it appearing that a portion of the

*made from their pay, &c.*—Continued.

MARCH 14, 1874, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Oct. 15, 1873 .....	Bakersville .....	N. C. ....	Mail-bag received without lock.	\$3 24	.....
Quarter ending Dec. 31, 1873.	.....	S. C. ....	Failed to perform service.	.....	\$43 75
From Oct. 1 to Dec. 1, 1873.	Betw'n Antioch and Hickory Flat.	Ga. ....	.....do.....	.....	10 88
Mar. 5, (reported,) 1873 .....	.....	La. ....	Failed to furnish proper accommodation for route-agents.	25 00	.....
.....	.....	.....	.....	.....	.....

MARCH 21, 1874, INCLUSIVE.

.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
Dec. 3, 5, 8, 10, 12, 15, 1873.	.....	W. Va. ....	Failed to commence service.	.....	\$4 98
Mar. 10, 1874 .....	Crockett .....	Tex. ....	Wet and damaged mail.	\$10 00	.....

MARCH 28, 1874, INCLUSIVE.

Oct. 15, 22, 29; Nov. 5, 12, 19, 26; Dec. 3, 10, 17, 24, 31, 1873.	Jonesville .....	Va. ....	Failed to arrive and depart.	.....	\$16 56
Quarter end'g June 30, '71.	.....	Tex. ....	Proof of service incomplete.	.....	350 00

APRIL 4, 1874, INCLUSIVE.

.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
Jan. 8, 1874 .....	Milton .....	N. C. ....	Failed to arrive .....	}	\$2 19
Jan. 7, 8, 1874 .....	Whitlock .....	N. C. ....	.....do.....		.....
From Dec. 24, 1873 .....	Between Mason City & Algona.	Iowa. ....	Only tri-weekly service.	.....	32 64
Quarter end'g Mar. 31, '74.	.....do.....	Iowa. ....	.....do.....	.....	318 75
Dec. 13, 1873 .....	Locust Hill .....	Mo. ....	Failed to arrive .....	.....	1 43
Dec. 29, 31, 1873 .....	Hastings .....	Minn. ....	.....do.....	}	23 84
Dec. 29, 31, 1873 .....	Glencoe .....	Minn. ....	.....do.....		.....
Quarter end'g Mar. 31, '74.	.....	Minn. ....	Service reduced to 3 times a week.	.....	466 00
Feb. 27, 1874 .....	Sioux Falls .....	Dak. ....	Failed to arrive .....	}	79 11
Nov. 20, 1873; Feb. 21, 1874.	Fort Thompson .....	Dak. ....	.....do.....		.....

trains were run, and local mails were carried, between Delmar and Crisfield August 21, 22, 29, 1873. says service was faithfully performed during the quarter, though without a mail-bag from his office. that service was performed 6 times a week, as per contract, instead of 3 times a week as first reported.

that the increased compensation, for supplying Frenchtown, only went into effect January 1, 1874. Long Branch was removed off of the line of the route without authority. received from each of the terminal offices on this route, for quarter ending September 30, 1873, under the service was performed from Manteo to the Cape post-office, 8 miles from Hatteras, from November trips were performed, and it being unsafe to proceed.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
8088	Amite City to Clinton.....	Monroe Fletcher.....	\$2,872 00	\$4 00
8114	Lake Charles to Cameron.....	James B. Price.....	4,880 00	23 46
8114	do.....	do.....		
8084	Saint Martinsville to Opelousas.....	C. C. Dusen.....	2,300 00	7 37
8084	do.....	do.....		
7509	White River to Jacksonport.....	John B. Davis.....	11,800 00	56 73
7523	Judsonia to Batesville.....	Newell & Botsford.....	480 00	4 61
7523	do.....	do.....		
8568	Georgetown to Cameron.....	Elbert Magee.....	650 00	6 25
8571	Benton to La Grange.....	Crozier and De Shield.....	871 00	2 73
8617	Canton to Nechesville.....	William P. Bratcher.....	956 00	9 19
8728	Giddings to Cameron.....	B. F. Woodward.....	1,490 00	7 16
8733	Golinda to Marlin.....	R. P. Duty.....	295 00	1 41
8733	do.....	do.....		
8573	Brenham to Navasota.....	B. F. Woodward.....	1,000 00	3 29
8601	Sherman to Denton.....	A. H. Serren.....	1,500 00	4 40
8612	Clarksville to Doaksville.....	R. S. Van Wey.....	750 00	3 60
8664	Tyler to Corsicana.....	G. B. Walker.....	2,550 00	12 27
8665	Corsicana to Waco.....	J. M. Burney.....	1,384 00	11 31
7506	White River to Pine Bluff.....	Memphis and Arkansas River Packet Company.....	10,990 00	52 53
7507	Pine Bluff to Little Rock.....	do.....	6,000 00	29 24
7507	do.....	do.....		
7519	Pine Bluff to Princeton.....	Philip De You.....	600 00	5 71
7536A	Batesville to Yellville.....	Hiram J. Noe.....	2,700 00	2 15
7547	Batesville to Clinton.....	Mount & Gaylor.....	494 00	4 75
7561	Clinton to Lewisburgh.....	do.....	930 00	2 29
7564	Marshall to Dover.....	James A. Ham.....	494 50	4 75
7464	do.....	do.....		
7565	Dover to Rally Hill.....	William Black.....	540 00	5 19
7565	do.....	do.....		
7569	Yellville to Foreyth.....	Hiram J. Noe.....	750 00	3 60
7570	Yellville to Clinton.....	do.....	496 00	4 77
7571	Yellville to Fayetteville.....	do.....	2,450 00	7 25
7571	do.....	do.....		
7577	Ozark to Huntsville.....	A. J. Stewart.....	468 00	4 50
7578	Huntsville to Washburne.....	James Phillips.....	349 00	3 35
7578	do.....	do.....		
7617	Princeton to Fairview.....	D. W. Chandler.....	204 00	2 06
7617	do.....	do.....		
7631	Eldorado to Warren.....	De You & Young.....	1,400 00	6 73
7631	do.....	do.....		
8023	Greensburgh to Baton Rouge.....	L. D. Fenn.....	940 00	4 71
8029	Clinton to Stony Point.....	J. J. Cotton.....	375 00	3 60
8030	Farmersville to Homer.....	Hugh C. Glasson.....	650 00	6 25
8069	Alexandria to Homer.....	J. W. McCord.....	1,500 00	14 44
8069	do.....	do.....		
8093	Waskene to Mooringsport.....	John Newberry.....	339 00	3 26
8097	Farmersville to Eldorado.....	J. H. Gunsel.....	450 00	4 39
8100	Homer to Eldorado.....	James M. McDade.....	649 00	6 24
8100	do.....	do.....		
2126	New York to Pemberton Junction; branches, Eatontown to Monmouth, Manchester to Barnegat Junction.	New Jersey Southern Railroad Company.		
2126	do.....	do.....		
2126	Eatontown to Port Monmouth.....	do.....		
2126	Manchester to Barnegat Junction.....	do.....		
2127	Whiting to Atco.....	do.....	1,665 00	2 09
2127	do.....	do.....		



made from their pay, &amp;c.—Continued.

APRIL 11, 1874, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Feb. 6, 1874	Clinton	La	Failed to arrive		\$4 60
Jan. 14, 1874	Lake Charles	La	do		46 92
Jan. 15, 1874	Cameron	La	do		14 74
Jan. 7, 1874	Martinsville	La	do		397 11
Jan. 8, 1874	Opelousa	La	do		13 83
Jan., Feb., and Mar., 1874	Jacksonport	Ark	18 arrivals made; 25 due		14 25
Mar. 4, 1874	Judsonia	Ark	Failed to arrive		5 58
Mar. 5, 26, 1874	Batesville	Ark	do		9 19
Jan. 30; Feb. 6, 13, 20, 27; Mar. 6, 20, 27, 1874.	Cameron	Tex	Failed to arrive and depart; lost 14 miles each round trip.		7 16
Mar. 24, 31, 1874	La Grange	Tex	Failed to arrive		5 64
Mar. 18, 1874	Nechesville	Tex	do		3 20
Mar. 24, 1874	Cameron	Tex	do		9 60
Feb. 7; Mar. 25, 1874	Golinda	Tex	do		3 60
Feb. 7; Mar. 25, 1874	Marlin	Tex	do		24 54
Mar. 26, 1874	Navasota	Tex	do		13 31
Jan. 22, 27, 1874	Denton	Tex	do		369 81
Feb. 23, 1874	Doaksville	Tex	do		13 31
Mar. 24, 27, 1874	Tyler	Tex	do		19 arrivals made; 26 due
Mar. 18, 25, 1874	Waco	Tex	do		13 31
Jan., Feb., and Mar., 1874	Pine Bluff	Ark	19 arrivals made; 26 due		374 92
Jan. and Mar., 1874	do	Ark	13 arrivals made; 19 due		17 31
Jan., Feb., and Mar., 1874	Little Rock	Ark	18 arrivals made; 26 due		17 30
Jan. 27; Feb. 3, 24, 1874	Princeton	Ark	Failed to arrive		4 75
Feb. 21; Mar. 5, 1874	Yellville	Ark	do		2 96
Feb. 24, 1874	Batesville	Ark	do		7 12
Mar. 6, 1874	Lewisburgh	Ark	do		36 33
Jan. 27, 1874	Dover	Ark	do		3 60
Feb. 24, 1874	do	Ark	Failed to arrive; $\frac{1}{2}$ of trip run.		14 31
Jan. 27; Feb. 24; Mar. 3, 10, 1874.	do	Ark	Failed to arrive		15 70
Jan. 29; Feb. 5, 26, 1874	Rally Hill	Ark	do		4 50
Mar. 6, 1874	Forayth	Ark	do		6 70
Jan. 24; Feb. 23; Mar. 21, 1874.	Yellville	Ark	do		6 00
Jan. 7, 1874	do	Ark	do		60 57
Mar. 6, 11, 1874	do	Ark	Failed to arrive; 48 miles lost.		9 42
Jan. 23, 1874	Ozark	Ark	Failed to arrive		3 60
March 19, 1874	Huntsville	Ark	do		12 50
January 28, 1874	Washburne	Ark	do		57 68
Feb. 25; March 11, 1874	Princeton	Ark	do		3 26
March 18, 1874	Fairview	Ark	do		4 32
Jan. 3; Feb. 4, 7; March, 11, 21, 1874.	Eldorado	Ark	do		68 64
Feb. 24; March 3, 10, 20, 1874.	Warren	Ark	do		458 20
Feb. 9; March 19, 1874	Baton Rouge	La	do		389 94
February 7, 1874	Stony Point	La	do		48 60
March 24, 31, 1874	Homer	La	do		222 44
March 16, 1874	Alexandria	La	do		186 55
March 12, 19, 26, 1874	Homer	La	do		35 28
February 7, 1874	Mooringsport	La	do		
January 6, 1874	Farmersville	La	do		
Jan. 9, 16; Feb. 20, 27, March 6, 25, 1874.	Homer	La	do		
Jan. 15, 22; Feb. 19, 26, March 5, 1874.	Eldorado	La	do		
From Jan. 13 to Feb. 17, inclusive, 1874.	Between New York and Manchester.	N. J	Failed to perform service.		
From Jan. 13 to March 31, inclusive, 1874.	Between Manchester & Pemberton Junction.	N. J	do		
From Jan. 13 to Feb. 17, inclusive, 1874.		N. J	do		
From Jan. 13 to March 31, inclusive, 1874.		N. J	do		
From Jan. 13 to Feb. 22, inclusive, 1874.		N. J	do		
From Feb. 23 to March 31, inclusive, 1874.		N. J	Failed to perform more than 3 t. a. w. service.		

*Fines imposed on contractors and deductions*

## WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
2129	Atalon to Greenwich.....	New Jersey Southern Railroad Company.	\$1,770 00	\$2 23
2129	.....do.....	do		
7580	Carrollton to Cassville.....	A. J. Stewart	416 00	4 00
7580	.....do.....	do		
7606	Antoine to Paraclyfta.....	T. S. Valle	750 00	3 61
7606	.....do.....	do		
7632	Lisbon to Lewisville.....	Washington Graham	750 00	7 29
6811	Ozark to Geneva.....	John C. Mosely	400 00	3 73
6814	Abbeville to Fort Gaines.....	John T. Walker	1,080 00	1 30
6818	Sawyersville to Gainesville.....	Jesse C. Montgomery	1,137 00	3 64
6818	.....do.....	do		
6818	.....do.....	do		
6895	New Lexington to Tuscaloosa.....	Montgomery & Hodges	384 00	3 68
6897	Atalla to Guntersville.....	S. T. Fowler	1,696 00	2 70
6830	Wedowee to Oxford.....	J. H. Abel	660 00	3 17
6845	Triana to Huntsville.....	J. J. Hinds	500 00	2 47
6854	Camden to Shiloh.....	A. S. Brooks	490 00	4 71
6854	.....do.....	do		
6858	Columbia to Fort Gaines.....	John Nappier	598 00	2 67
6859	Columbia to Geneva.....	do	474 00	4 35
6872	Gordon to Campbellton.....	Emilie Laird	374 00	3 60
6875	Oxford to Edwardsville.....	Peter Mitchell	275 00	2 64
6878	Jacksonville to Kemp's Creek.....	Joseph W. Bartlett	675 00	6 54
6879	Jasper to Warrior Station.....	George W. Day	311 93	3 00
6889	Oxford to Edwardsville.....	Peter Mitchell	424 00	2 13
6895	Rock Mills to Houston.....	George W. Taylor	125 00	1 20
6898	Russellville to Chalk Bluff.....	A. N. Devaney	234 00	2 25
6898	.....do.....	do		
27a	Waterville, Skowhegan, Anson.....	V. D. Pinkham	980 00	\$0 73 1 20

## WEEK ENDING SATURDAY,

8104	Franklinton to Palestine.....	James M. Burris.....	\$75 00	\$0 72
8104	.....do.....	do		
8112	Washington to Churchville.....	C. C. Dason.....	400 00	3 14
8112	.....do.....	do		
7537	Harrisburgh to Gainesville.....	John G. Lockhart.....	990 00	4 76
7538	Gainesville to Bloomfield.....	do	1,190 00	5 72
7544	Powhatan to Sharp's Cross-Roads.....	John H. Rogers.....	425 00	4 09
7545	Smithville to La Crosse.....	John M. Stith.....	580 00	2 50
7550	Batesville to Ash Flat.....	William P. Huddleston.....	399 00	3 30
7553	Saline to Gainesville.....	Thomas Folsensbee.....	476 00	4 56
7562	Clinton to Russellville.....	Mount & Gaylor.....	450 00	4 32
7633	Hampton to Princeton.....	De You & Young.....	600 00	5 77
7633	.....do.....	do		
7640	Hamburg to Warren.....	John W. Robertson.....	595 00	5 72
7646	Booneville to Ozark.....	J. L. Condict.....	300 00	2 86
7675	Greensborough to Powhatan.....	M. F. Latta.....	350 00	3 37
7675	.....do.....	do		
8508	Galveston to Indianola.....	Charles Morgan.....	10,000 00	37 07
8510	Galveston to Liberty.....	Charles W. Winn.....	8,000 00	38 46
8510	.....do.....	do		
8523	Goliad to Victoria.....	Gordon Case.....	780 00	2 50
8544	Gonzales to Goliad.....	do	850 00	9 13
8544	.....do.....	do		
8614	Linden to Walnut Hill.....	W. B. Hicks.....	701 00	6 74
8614	.....do.....	do		
8594	Waco to Gatesville.....	J. C. Burney.....	940 00	4 52
8680	Reeville to San Antonio.....	W. D. Kittle.....	4,200 00	13 46
8727	La Grange to Lockhart.....	Robert H. Hicks.....	850 00	8 17
8750	Galveston to Sabine Pass.....	G. B. Burr.....	12,000 00	57 50
7665	Collins to Poplar Bluff.....	John W. Robertson.....	475 00	4 57
7030	Holly Springs to Memphis.....	Jesse Johnsey.....	975 00	4 62
7030	.....do.....	do		

a Remit \$57.39, the deduction reported to Auditor, February 7, 1874, the postmasters on the route December 31, 1874, &c.

made from their pay, &amp;c.—Continued.

APRIL 11, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
From Jan. 13 to Feb. 22, 1874.		N. J.	Failed to perform service.		\$198 45
From Feb. 23 to March 31, 1874.		N. J.	Failed to perform more than 3 t. a w. service.		90 72
Jan. 27; Feb. 17, 24, 1874.	Carrollton	Ark.	Failed to arrive	}	20 00
Jan. 28; Feb. 25, 1874.	Cassville	Ark.	do.		14 44
Jan. 10, 24, 1874.	Antoine	Ark.	do.		21 60
Jan. 9, 23, 1874.	Paraclyfta	Ark.	do.		7 50
Feb. 17, 24; Mar. 3, 1874.	Lewisville	Ark.	do.		6 00
March 21, 1874.		Ala.	Failed on entire route		
March 17, 19, 1874.		Ala.	do.		
Feb. 25, 1874.		Ala.	do.		
March 24, 26, 1874.	Gainesville	Ala.	Failed to arrive	}	47 32
March 11, 16, 18, 20, 22, 25, 27, 29, 31, 1874.	Sawycerville	Ala.	do.		
March 16, 1874.		Ala.	Failed on entire route		7 20
Feb. 24; Mar. 21, 23, 1874.		Ala.	do.		16 20
Feb. 21; March 6, 1874.		Ala.	do.		12 68
March 23, 26, 1874.		Ala.	do.		9 60
Feb. 5, 12, 19, 1874.		Ala.	do.		42 84
March 19, 27, 1874.		Ala.	Failed on 27 miles of route	}	28 70
Mar. 17, 19, 24, 26, 31, 1874.		Ala.	Failed on entire route		9 10
March 31, 1874.		Ala.	do.		4 48
March 19, 1874.		Ala.	Failed on 16 miles of route		2 64
March 20, 1874.		Ala.	Failed on 15 miles of route		26 00
March 16, 20, 1874.		Ala.	Failed on entire route		36 00
From Jan. 1 to Feb. 15, '74.		Ala.	do.		10 08
Feb. 13; Mar. 17, 20, 1874.		Ala.	Lost 84 miles in 3 failures.		2 40
Feb. 17, 28, 1874.	Rock Mills.	Ala.	Failed to arrive	}	19 80
Jan. 8, 15; March 19, 1874.		Ala.	Failed on 12 miles of route		
From Oct. 22, 1873, to March 31, 1874.		Ala.	Failed on increased service.		

APRIL 18, 1874, INCLUSIVE.

Feb. 9; Mar. 9, 16, 30, '74.	Franklinton	La.	Failed to arrive	}	\$5 04
Feb. 9; Mar. 9, 30, 1874.	Palestine	La.	do.		
Jan. 5, 1874.	Washington	La.	do.		
Quarter ending Mar. 31, 1874.	Churchville	La.	No proof that Churchville was visited.	}	53 84
Feb. 3, 1874.	Gainesville	Ark.	Failed to arrive.		4 76
Mar. 18, 1874.	do	Ark.	do.		5 72
Feb. 23, 1874.	Powhatan	Ark.	do.		4 09
Jan. 24; Feb. 21; Mar. 7, '74.	La Crosse	Ark.	do.		7 50
Feb. 23, 1874.	Ash Flat.	Ark.	do.		3 83
Jan. 23, 1874.	Gainesville	Ark.	do.		4 58
Mar. 6, 13, 1874.	Russellville	Ark.	do.		8 64
Feb. 24, 1874.	Hampton	Ark.	do.	}	10 34
Feb. 23, 1874.	Princeton	Ark.	do.		17 16
Mar. 4, 11, 18, 1874.	Warren	Ark.	do.		2 88
Jan. 26, 1874.	Ozark	Ark.	do.		
Mar. 3, 10, 17, 1874.	Greensborough	Ark.	do.	}	26 96
Jan. 27; Feb. 23; Mar. 9, 16, 23, 1874.	Powhatan	Ark.	do.		
Jan., 1874.	Indianola	Tex.	Eleven arrivals made; thirteen due.		72 00
Jan., 1874.	Liberty	Tex.	Six arrivals made; nine due	}	192 30
Mar., 1874.	do	Tex.	Seven arrivals made; nine due.		
Mar. 25, 1874.	Victoria	Tex.	Failed to arrive.		2 50
Jan. 16, 30; Feb. 6, 1874.	Gonzales	Tex.	do.	}	36 52
Jan. 18, 1874.	Goliad	Tex.	do.		33 70
Feb. 19, 26, 1874.	Lindon	Tex.	do.		4 52
Feb. 3, 10, 24, 1874.	Walnut Hill	Tex.	do.		121 14
Mar. 25, 1874.	Waco	Tex.	do.		
Mar. 3, 7, 10, 12, 17, 19, 24, 26, 31, 1874.	San Antonio	Tex.	do.		8 17
Mar. 25, 1874.	Lockhart	Tex.	do.		115 20
Jan. 3, 7, 1874.	Galveston	Tex.	do.		4 57
Mar. 23, 1874.	Collins	Ark.	do.		
Mar. 19, 1874.	Holly Springs	Miss.	do.	}	18 72
Feb. 24; Mar. 6, 20, 1874.	Memphis	Tenn.	do.		

stating that six times a week service has been performed for a long time, including the quarter ending

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
7043	Ripley to Rienzi.....	B. F. Young.....	\$587 00	\$1 22
7043	do.....	do.....		
7043	do.....	do.....		
7070	Oxford to Panola.....	J. G. Bridger.....	700 00	3 36
7082	Coffeeville to Pontotoc.....	J. J. Covington.....	895 00	4 30
7084	Coffeeville to Pittsborough.....	do.....	845 00	3 71
7087	Pittsborough to Houston.....	do.....	745 00	3 36
7087	do.....	do.....		
7099	West Point to Houston.....	William Mixon.....	725 00	3 43
7099	do.....	do.....		
7100	Starkville to Vaiden.....	James P. Hogan.....	880 31	3 46
7104	Carrollton to Greenwood.....	A. J. McDonald.....	545 00	1 71
7109	Greensborough to Pontotoc.....	H. S. Brooks & Co.....	1, 456 00	7 00
7109	do.....	do.....		
7118	Kosciusko to La Grange.....	T. Goyne.....	676 92	6 30
7118	do.....	do.....		
7124	Louisville to Brookville.....	M. A. Metts.....	390 00	3 75
7124	do.....	do.....		
7128	Macon to Louisville.....	do.....	1, 035 00	3 32
7128	do.....	do.....		
7137	Carthage to De Kalb.....	Samuel P. Neill.....	585 00	5 41
7137	do.....	do.....		
7138	Carthage to Canton.....	M. J. Harris and W. H. Bragan.....	869 00	4 17
7138	do.....	do.....		
7138	do.....	do.....		
7150	Utica to Terry.....	Eliza Chappell.....	718 20	3 45
7150	do.....	do.....		
7152	Brandon to Carthage.....	L. B. Caldwell.....	568 04	5 44
7152	do.....	do.....		
7173	Hazlehurst to Port Gibson.....	M. A. Metts.....	820 00	3 94
7173	do.....	do.....		
7216	Columbia to Gainesville.....	H. S. Brooks.....	925 00	8 29
7222	Paulding to Taylorsville.....	J. P. Thompson.....	250 00	2 40
7230	Monticello to Columbia.....	J. M. Fortinberry.....	289 00	2 77
7231	Greenwood to Johnsonville.....	M. Crowley.....	1, 200 00	11 53
7231	do.....	do.....		
7231	do.....	do.....		
7044	Ripley to Boonville.....	J. E. Rogers.....	244 43	2 35
7047	Corinth to Hamburg.....	H. S. Brooks & Co.....	394 00	1 39
7047	do.....	do.....		
7053	Rienzi to Iuka.....	Benjamin F. Young.....	587 00	2 28
7053	do.....	do.....		
7054	Baldwyn to Pleasanton.....	W. P. Womack.....	399 00	3 30
7180	Brookhaven to Natchez.....	David Hall.....	2, 930 00	9 45
7180	do.....	do.....		
7214	Cartersville to Marietta.....	J. S. West.....	230 00	2 40
7568	Dardanelle to Waldron.....	Sevier Frost.....	624 00	6 00
7568	do.....	do.....		
7598	Waldron to Paraclyfta.....	James R. Hudson.....	1, 200 00	8 65
7598	do.....	do.....		
8033	Trinity to Tooley's.....	T. A. Rounton.....	450 00	4 32
8033	do.....	do.....		
8115	Opelousas to Hickory Flats.....	C. C. Dison.....	740 00	7 11
4612	Staunton, Lexington, Buchanan, Bon-sack's.....	J. T. Rouse.....	3, 000 00	\$5 21 4 22 1 11
4612	do.....	do.....		

made from their pay, &amp;c.—Continued.

APRIL 12, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Feb. 23; Mar. 2, 6, 20, '74.	Ripley	Miss	Failed to arrive	}	\$23 20
Feb. 24, 1874.	Rienzi	Miss	Failed totally on 14½ miles.		
Mar. 3, 10, 21, 24, 31, 1874.	do	Miss	Failed to arrive		
Mar. 19, '23, 1874.	Oxford	Miss	Failed totally on 24 miles.		
Jan. 6; Feb. 25, 1874.	Pontotoc	Miss	Failed to arrive		
Feb. 23, 25, 27, 1874		Miss	Failed totally on 18 miles of route.		9 75
Jan. 7, Mar. 27, 1874	Pittsborough.	Miss	Failed to arrive	}	9 52
Jan. 6; Mar. 26, 1874	Houston	Miss	do		
Jan. 13, 1874.	Houston	Miss	Failed totally on 10 miles.		
Mar. 31, 1874	do	Miss	Failed to arrive		
Jan. 6, 13, 1874	Vaiden	Miss	do		
Feb. 23, 1874	Carrollton	Miss	do		16 92
Jan. 2, 6, 9, 13, 16, 20, 23; Feb. 24; Mar. 10, 13, 17, 20, 24, 31, 1874.	Greensborough	Miss	do		1 71
Jan. 3, 7, 10, 14, 17, 27; Mar. 4, 11, 21, 1874.	Pontotoc.	Miss	do		161 00
Jan. 12, 1874.	La Grange	Miss	Failed totally on 5 miles.		15 09
Mar. 10, 23, 1874	do	Miss	Failed to arrive		
Jan. 6; Mar. 24, 1874.	Louisville	Miss	do		15 00
Mar. 17, 24, 1874	Brookville	Miss	do		
Mar. 14, 16, 1874	Macon	Miss	do		13 23
Mar. 21, 23, 1874	Louisville	Miss	do		
Mar. 12, 24, 1874	Carthage	Miss	do		21 64
Mar. 19, 26, 1874	De Kalb	Miss	do		
Mar. 17, 1874	Carthage	Miss	do		18 76
Mar. 23, 1874	do	Miss	Failed totally on 27 miles.		
Mar. 16, 23, 1874	Canton	Miss	Failed to arrive		
Mar. 24, 1874	Utica	Miss	do		6 90
Mar. 24, 1874	Terry	Miss	do		
Mar. 19, 1874	Brandon	Miss	do		10 92
Mar. 20, 1874	Carthage	Miss	do		
Mar. 23, 1874	Fort Gibson	Miss	do	5 00	3 94
Feb. 2, 1874.	do	Miss	Very wet mail		
Mar. 17, 1874	Gainesville	Miss	Failed to arrive		8 89
Feb. 23; Mar. 16, 23, 1874		Miss	Failed totally on 10, 21, and 10 miles.		7 02
Mar. 16, 1874	Monticello	Miss	Failed to arrive		2 77
Mar. 26, 1874	Greenwood	Miss	do		
Mar. 19, 1874	Johnsonville.	Miss	Failed totally on 54 miles.		43 82
Mar. 26, 1874	do	Miss	Failed to arrive		
Jan. 14, 1874	Booneville	Miss	do		2 35
Mar. 4, 18, 20, 1874	Corinth	Miss	do		7 56
Mar. 18, 1874	Hamburgh.	Miss	do		
Feb. 25, 1874	Rienzi	Miss	do		5 64
Feb. 24, 1874	Iuka	Miss	do		7 66
Mar. 2, 23, 1874	Pleasanton	Miss	do		
Feb. 17; Mar. 19, 22, 24, 26, 1874.	Brookhaven	Miss	do		66 15
Jan. 5; Mar. 17, 1874	Natchez	Miss	do		
Mar. 5, 1874	Miss	Miss	Failed totally on 13 miles		2 24
Jan. 22; Feb. 19; Mar. 12, 19, 26, 1874.	Dardanelle.	Ark	Failed to arrive; 36 to 40 miles of the failing trips performed.		30 00
Mar. 14, 1874	Waldron	Ark	do		
Mar. 11, 1874	do	Ark	Failed to arrive		17 30
Mar. 16, 1874	Paraclyfta	Ark	do		
Jan. 2, 30; Feb. 6, 13, 27, 1874	Trinity	La	Failed to depart		38 88
Jan. 3; Feb. 7, 14, 28, 1874	do	La	Failed to arrive		
Feb. 4, 1874.	Hickory Flats	La	do		7 11
Oct. 1, 3, 6, 8, 10, 13, 15, 17, 20, 22, 24, 27, 29, 31; Nov. 3, 5, 7, 10, 12, 14, 17, 19, 21, 24, 26, 28; Dec. 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 28, 31, 1873.	Buchanan, from Bonsack's.	Va	do		
Oct. 1, 3, 6, 8, 10, 13, 15, 17, 20, 22, 24, 27, 29, 31; Nov. 3, 5, 7, 10, 12, 14, 17, 19, 21, 24, 26, 28; Dec. 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 28, 31, 1873.	Bonsack's	Va	do		88 80

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
4612	Staunton, Lexington, Buchanan, Bon-sack's.	J. T. Ronse	\$3,000 00	\$5 23.84 2 1 11
4612	do	do		
8666	Rockdale to Longview	Intern. and Great Northern Railroad Company.		
6688	Jacksonville to Ashville.	John C. Browne	183 40	1 76
6688	do	do		
6696	Fayette Court-House to Jonesborough	Mathew J. Harris	891 89	2 56
6706	New Lexington to Fayette Court-House.	W. W. Haskins	290 00	1 39
6709	Tuscaloosa to Eutaw	M. C. Thomas	800 00	1 34
6710	Tuscaloosa to Providence	James Cain	600 00	5 77
6711	Tuscaloosa to Jasper	Mrs. J. P. Little	560 00	5 24
6712	Tuscaloosa to Bridgeville	Montgomery & Hodges	593 00	5 79
6713	Tuscaloosa to Pilgrim Rest	John B. Burris	382 00	2 71
6716	Talladega to Dadeville	J. C. Browne	1,174 00	3 64
6716	do	do		
6717	Talladega to Wedowee	Montgomery & Hodges	1,050 34	3 64
6718	Talladega to Talladega	Peter Mitchell	398 00	3 42
6722	West Point to Wedowee	W. N. Clifton	1,173 00	5 62
6723	Buffalo to Wedowee	W. Brakefield	686 37	1 39
6730	Goldville to Franklin	W. N. Clifton	438 00	4 21
6735	Marion to Prattville	W. W. Finney	1,000 00	9 61
6737	Marion to Five Mile	William H. Wilson	500 00	4 9
6738	Uniontown to Linden	W. W. Finney	1,240 00	4 00
6741	Wetumpka to Childersburgh	William H. Sprigner	1,650 00	7 34
6745	Seal's Station to Glenville	James R. Canby	449 00	1 44
6750	Cahaba to McKinby	D. C. Whiting	775 00	7 46
6760	Cahaba to Richmond	do	325 00	3 12
6765	Ramsey to Livingston	M. A. Metta	450 00	2 16
6773	Bucatusna to Coffeeville	Bragaw & Harris	935 31	4 54
6774	Butler to Meridian	John Metcalf	695 00	6 70
6779	Union Springs to Perote	Hardy Wilkins	360 00	1 73
6782	Eufaula to Marianna	Henry L. Wheeler	2,415 66	7 74
6785	Eufaula to Ozark	do	475 00	4 56
6787	Troy to Geneva	John R. Ard	2,250 00	7 21
6787	do	do		
6788	Troy to Ozark	do	1,243 47	3 7
6835	Demopolis to Hayesville	D. C. Whiting	875 00	4 29
7060	Shannon to Fulton	T. L. Schumpert	500 00	4 41
7060	do	do		
7060	do	do		
7153	Brandon to Williamsburgh	E. Jack	1,707 60	5 20
7189	Monticello to Williamsburgh	J. W. Strickland	647 00	3 11
7184	Columbia to Williamsburgh	J. M. Fortinberry	290 00	2 48
7294	Shubuta to Williamsburgh	R. P. Bradley	837 00	8 05
7206	Ashland to Hickory Flat	A. C. Crawford	457 00	4 42
7206	do	do		
6874	Pikeville to Vernon	J. J. Hinds	697 66	3 35
6875	Blountsville to Atalla	S. T. Fowler	697 66	3 35
6690	Cross Plains to Summerville	Daniel Smart	750 00	3 60
6685	Jacksonville to Ashville	John C. Brown	498 00	2 28
6686	Ashville to Wilsonville	S. T. Fowler	350 81	3 37
6790	Troy to Pine Level	Hardy Wilkins	300 00	2 3
6796	Allenton to Camden	Alfred Gray	1,314 73	2 19
6794	Greenville to Troy	A. A. McKellar	2,220 00	7 11
6794	do	do		
6798	Grove Hill to Linden	Jonathan Glass	990 00	4 7
6798	do	do		
4104	Wheeling to Parkersburgh	John Mulrine	7,200 00	11 2
4104	do	do		
4105	Wheeling to Ryerson's Station	Harman Barnhart	220 00	2 0
4105	do	do		

made from their pay, &amp;c.—Continued.

APRIL 18, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 2, 5, 7, 9, 12, 14, 16, 19, 21, 23, 26, 28, 30; Feb. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27; Mar. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27, 30, 1874.	Buchanan, from Bonsack's.	Va.....	Failed to arrive.....		\$71 04
Jan. 2, 5, 7, 9, 12, 14, 16, 19, 21, 23, 26, 28, 30, 1874.	Bonsack's.....	Va.....	Failed to arrive and depart.....		
Apr. 7, 1874.	Earle.....	Tex.....	Failed to supply.....	\$10 00	
Feb. 20, 27; Mar. 13, 1874.	Blountsville.....	Ala.....	Failure to arrive.....		8 80
Mar. 20, 1874.			Failure on entire route.....		17 12
Feb. 26; Mar. 19, 1874.	Jonesborough.....	Ala.....	Failure to arrive.....		2 78
Mar. 18, 21, 1874.	New Lexington.....	Ala.....	do.....		15 36
Mar. 20, 23, 1874.		Ala.....	Failure on entire route.....		23 08
Mar. 18, 23, 1874.		Ala.....	do.....		11 76
Mar. 19, 1874.		Ala.....	do.....		11 40
Mar. 19, 1874.		Ala.....	do.....		22 38
Jan. 7; Mar. 18, 25, 1874.		Ala.....	do.....		16 92
Mar. 16, 20, 1874.	Dadeville.....	Ala.....	Failure to arrive.....		5 04
Mar. 18, 1874.	Talladega.....	Ala.....	do.....		7 64
Mar. 17, 1874.	Wedowee.....	Ala.....	do.....		8 90
Feb. 7; Mar. 21, 1874.		Ala.....	Failure on 10 miles of route.....		4 68
Feb. 6, 1874.		Ala.....	Failure on 33 miles of route.....		8 42
Mar. 17, 1874.		Ala.....	Failure on 24 miles of route.....		28 83
Mar. 17, 1874.		Ala.....	Failure on entire route.....		19 20
Feb. 24; Mar. 17, 24, 1874.	Prattville.....	Ala.....	do.....		8 00
Mar. 23, 30, 1874.		Ala.....	Failure to arrive.....		7 93
Mar. 16, 1874.		Ala.....	Failure on entire route.....		2 88
Mar. 18, 1874.	Childersburgh.....	Ala.....	Failure on 38 miles of route.....		10 64
Mar. 16, 1874.		Ala.....	Failure on 7 miles of route.....		4 32
Mar. 20, 27, 1874.		Ala.....	Failure on entire route.....		9 00
Feb. 24, 1874.		Ala.....	do.....		13 40
Mar. 17, 1874.		Ala.....	do.....		3 46
Mar. 16, 1874.		Ala.....	do.....		7 74
Mar. 17, 1874.	Eufaula.....	Ala.....	Failure to arrive.....		4 56
Mar. 15, 1874.		Ala.....	do.....		39 00
Jan. 16, 1874.	Ozark.....	Ala.....	Failure on 46 miles of route.....		15 92
Feb. 15, 1874.		Ala.....	do.....		16 80
Mar. 18, 20, 1874.		Ala.....	Failure to arrive.....		8 26
Mar. 18, 20, 1874.	Demopolis.....	Ala.....	Failed to arrive.....		8 20
Mar. 20, 24, 27, 31, 1874.	Shannon.....	Miss.....	Failed on 8 miles of route.....		3 11
Mar. 9, 1874.		Miss.....	Failed on 5 miles of route.....		2 69
Mar. 23, 1874.		Miss.....	Failed to arrive.....		5 29
Mar. 16, 1874.	Williamsburgh.....	Miss.....	do.....		13 20
Jan. 16, 1874.	Monticello.....	Miss.....	Failed to arrive.....		6 70
Mar. 16, 1874.	Columbia.....	Miss.....	do.....		13 40
Feb. 28, 1874.		Miss.....	Failure on 23 miles.....		3 60
Mar. 18, 1874.	Ashland.....	Miss.....	Failed to arrive.....		2 86
Mar. 6, 1874.	Hickory Flat.....	Miss.....	do.....		6 74
Mar. 20, 1874.		Ala.....	Failure on entire route.....		4 76
Mar. 20, 23, 1874.		Ala.....	do.....		2 10
Mar. 20, 1874.	Summerville.....	Ala.....	Failure to arrive.....		56 88
Mar. 23, 1874.		Ala.....	Failure on 204 miles.....		14 28
Mar. 18, 1874.		Ala.....	Failure on entire route.....		
Mar. 19, 26, 1874.	Troy.....	Ala.....	Failure to arrive.....		
Mar. 16, 1874.	Camden.....	Ala.....	do.....		
Mar. 16, 18, 20, 1874.		Ala.....	Failure on entire route.....		
Mar. 26, 31, 1874.	Troy.....	Ala.....	Failure to arrive.....		
Feb. 6, 1874.		Ala.....	Failure on entire route.....		
Mar. —, 1874.	Linden.....	Ala.....	Failure to arrive.....		
Jan. 2, 4, 7, 9, 10, 11, 14, 17, 30, 1874.	Wheeling.....	W. Va.....	Failed to arrive.....		
Jan. 1, 3, 7, 8, 10, 12, 13, 19, 21, 1874.	Parkersburgh.....	W. Va.....	do.....		207 54
Mar. 6, 1874.		W. Va.....	do.....		
Mar. 6, 1874.	Wheeling.....	W. Va.....	do.....		
Mar. 6, 1874.	Ryerson's Stat'n.....	do.....	do.....		5 36

*Fines imposed on contractors and deductions***WEEK ENDING SATURDAY.**

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
4112	Belton to Lynn Camp.....	W. E. Parriott .....	\$175 00	\$1 50
4112	do .....	do .....		
4702	Washington to Norfolk .....	George H. Plant & Co. ....	6,000 00	2 50
4702	do .....	do .....		
3139	Utica and Cooperstown .....	W. G. Baker .....	524 00	2 50
4116	Sistersville to Pennsborough .....	George Lewis .....	435 00	2 50
4117	Sistersville to Hebron .....	Isaac Wagoner .....	160 00	1 50
4117	do .....	do .....		
4124	Parkersburgh to Jackson Court-House ..	Peter G. Anderson .....	733 25	3 50
7111	Durant to Artesia .....	D. M. Wadlington .....	3,730 34	5 50
7185	Williamsburgh to Ellisville .....	R. P. Brady .....	309 72	2 50
7599	Mount Ida to Dallas .....	T. & T. J. Mills .....	338 00	3 25
7599	do .....	do .....		
7602	Washington to Dallas .....	do .....	880 00	5 50
4115	Milo to Middlebourne .....	Mark Shriver .....	200 00	1 50
8034	Harrisonburgh to Natchez .....	T. A. Ronton .....	1,890 00	6 50
8034	do .....	do .....		
8036	Harrisonburgh to Monroe .....	do .....	2,150 00	6 50
8039	Delhi to Harrisonburgh .....	John W. McCord .....	895 00	5 50
8043	Monroe to Shreveport .....	F. P. Sawyer .....	17,337 00	23 50
8043	do .....	do .....		
8068	Alexandria to Harrisonburgh .....	T. A. Ronton .....	650 00	6 50
155a	Strickland's Ferry, Dixfield, Canton Point.	George R. Kimball .....	960 62	1 50

**WEEK ENDING SATURDAY.**

7191	Leakeville to Vernal .....	R. P. Bradley .....	\$227 00	\$2 50
7192	Angusta to Leakeville .....	do .....	303 00	2 50
7616	Rockport to Pine Bluff .....	J. T. Chidester .....	1,274 00	12 50
8518	Texana to Port Laraca .....	John R. Sanford .....	305 00	1 50
8518	do .....	do .....		
8521	Goliad to Saint Mary's .....	Gordon Case .....	500 00	4 50
8521	do .....	do .....		
8522	Goliad to Oakville .....	do .....	590 00	5 50
8522	do .....	do .....		
8524	Rockport to Saint Mary's .....	John W. Loughton .....	900 00	4 50
8549	Columbus to San Antonio .....	F. P. Sawyer .....	19,000 00	30 50
8654	Woodville to Milan .....	H. W. Bendy .....	1,060 00	10 50
8654	do .....	do .....		
8655	Woodville to Beaumont .....	Robert H. Cruse .....	705 00	6 50
4125	Parkersburgh to Burning Spring .....	John Fisher .....	1,190 00	1 50
4126	do .....	do .....		
4128	Jackson Court-House to Ravenswood ..	G. P. Morrison .....	155 00	4 50
4128	do .....	do .....		
4129	Jackson Court-House to Ripley Landing.	A. E. S. Dewees .....	197 00	5 50
4130	Jackson Court-House to Mud Bridge, via Buffalo.	G. P. Morrison .....	384 00	3 50
4131	Jackson Court-House to Spencer .....	Elijah Wagoner .....	144 00	1 50
4136	Kanawha Court-House to Gallipolis ..	A. P. Deem and C. Shreve- bury .....	1,721 50	5 50
4136	do .....	do .....		
4138	Kanawha Court-House to Spencer .....	John W. Cottrill .....	760 00	2 50
4138	do .....	do .....		
4139	Kanawha Court-House to Wayne Court-House.	John D. Wilson .....	429 00	4 50
4141	Carbonvale, Peytona, Logan Court-House	Nelson Stollings .....	1,238 28	\$1 75, 3 50
4141	do .....	do .....	1,238 28	1 75, 3 50
4147	Cabell Court-House to Chapmanville ..	William S. Rogers .....	460 00	4 50
4152	Wayne Court-House to Cove Creek ..	Goodwin Adkins .....	104 50	1 50
4154	Raleigh Court-House to Mouth Short Creek.	James W. Harper .....	289 87	2 50

a Remit \$16.94, the deduction reported to Auditor February 1, 1873. Mails were carried over the charged.



made from their pay, &amp;c.—Continued.

APRIL 18, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 20, 1874	Bellton	W. Va.	Failed to arrive	}	\$3 36
Jan. 20, 1874	Lynn Camp	W. Va.	do.		
Jan. 24, 28, 31; Feb. 4, 7, 1874	Washington	Va.	do.		
Jan. 20, 23, 27, 30; Feb. 3, 6, 1874	Norfolk	Va.	do.	}	317 24
Jan. 7, 1874		Pa.	Failed to perform service.		
Jan. 13, 20, 1874	Sisteraville	W. Va.	Failed to arrive		
Jan. 7, 21, 1874	do	W. Va.	do.	}	4 59
Jan. 7, 1874	Hebron	W. Va.	do.		
Jan. 6, 9, 16, 23; Feb. 3, 10, 24; Mar. 6, 13, 21, 1874	Parkersburgh	W. Va.	do.		
Mar. 21, 1874		Miss	Failed on 72 miles of route		9 36
Jan. 16, 1874	Williamsburgh	Miss	Failed to arrive		2 97
Feb. 20; Mar. 6, 1874	Dallas	Ark	do.	}	13 00
Feb. 21; Mar. 7, 1874	do	Ark	Failed to depart		
Feb. 28, 1874	do	Ark	Failed to arrive		
Mar. 6, 1874	Milo	W. Va.	Failed to arrive; traveled 14 miles.		2 52
Mar. 21, 24, 28, 31, 1874	Harrisonburgh	La.	Failed to arrive	}	42 36
Mar. 24, 28, 31, 1874	Natchez	do.	do.		
Jan. 17, 27, 1874	Monroe	La.	do.		
Mar. 24, 31, 1874	Harrisonburgh	La.	do.	}	17 20
Nov. 25, 26, 29; Dec. 12, 17, 1874	Monroe	La.	do.		
July 2; Nov. 24, 25, 28; Dec. 14, 1874	Shreveport	La.	do.		
Feb. 10, 13, 1874	Alexandria	La.	do.		12 68

APRIL 25, 1874, INCLUSIVE.

Mar. 18, 1874	Vernal	Miss	Failed to arrive		\$2 18
Jan. 26; Mar. 16, 23, 30, '74	Leakeville	Miss	do.		11 64
Jan. 27, 1874	Pine Bluff	Ark	do.		13 25
Mar. 24, 1874	Texana	Tex.	do.	}	2 92
Mar. 1, 23, 1874	Laraca	Tex.	do.		
Feb. 4, 1874	Goliad	Tex.	do.		
Feb. 5; Mar. 24, 1874	Saint Mary's	Tex.	do.	}	14 40
Feb. 5, 1874	Goliad	Tex.	do.		
Feb. 3, 1874	Oakville	Tex.	do.		
Jan. 2; Mar. 31, 1874	Saint Mary's	Tex.	do.		8 64
Sept. 13; Oct. 18, 1874	San Antonio	Tex.	do.		60 90
Feb. 3, 10; Mar. 24, 1874	Woodville	Tex.	do.	}	41 12
Mar. 1, 19, 1874	Milam	Tex.	do.		
Feb. 8, 1874	Woodville	Tex.	do.		
Jan. 7, 8, 9, 12, 1874	Parkersburgh	W. Va.	do.	}	\$5 00
Jan. 1, 7, 8, 9, 1874	Burning Spring	W. Va.	Wet mail.		
Jan. 9, 14, 1874	Jackson Court-House	W. Va.	Failed to arrive		
Jan. 9, 14, 1874	Ravenwood	W. Va.	do.	}	1 96
Jan. 7, 10, 1874	Ripley Landing	W. Va.	do.		
Jan. 9, 1874	Buffalo from Jackson.	W. Va.	Failed to arrive; traveled 32 miles.		
Jan. 3, 1874	Spencer	W. Va.	Failed to arrive	}	1 38
Jan. 13, 20; Feb. 7, 1874	Kanawha Court-House	W. Va.	do.		
Jan. 2, 19; Feb. 9, 1874	Gallipolis	W. Va.	do.		
Jan. 5, 1874	Kanawha Court-House	W. Va.	do.	}	33 64
Jan. 2, 7, 1874	Spencer	W. Va.	do.		
Jan. 1, 8; Feb. 26, 1874	Wayne Court-House	W. Va.	do.		
Nov. 1, 1874	Logan Court-House	W. Va.	do.		7 30
Mar. 21, 1874	do	W. Va.	do.		3 30
Jan. 7, 1874	Chapmansville	W. Va.	do.		4 42
Jan. 9, 16, 23, 1874	Cove Creek	W. Va.	do.		3 00
Jan. 1, 8, 1874	Mouth Short Creek.	W. Va.	do.		5 58

entire route excepting crossing the river, which was impossible at the times for which failures were

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4156	Madison to Oceana .....	Richard Elkins .....	\$228 00	\$2 25
4156	do .....	do .....		
4157	Winfield, Hurricane Bridge, Hamlin .....	John Thomas Harbor .....	465 88	\$1 24, 1 6
4158	Hamlin to Madison .....	Lewis McComas .....	200 00	1 92
4160	Blue Sulphur Springs, New Richmond, to Raleigh Court-House.	Anderson McNeer .....	546 00	\$1 34, 1 21
4160	do .....	do .....		
4165	Princeton to Pearisburgh .....	E. F. Starritt .....	200 00	1 92
4164	Concord Church to Pack's Ferry .....	Anderson McNeer .....	343 43	1 63
4166	Princeton to Oceana .....	James H. Cook .....	349 00	3 35
4166	do .....	do .....		
4169	Lewisburgh to Huntersville .....	Joseph F. Caldwell .....	679 00	3 8
4170	Lewisburgh to Fayetteville .....	Sparriel Bailey .....	394 00	3 72
4174	Meadow Bluff to Red Sulphur Springs .....	Anderson McNeer .....	733 52	2 25
4606	Goshen Bridge to Lexington .....	J. T. Rouse .....	1, 009 00	1 61
4606	do .....	do .....		
4659	Hamilton to Winchester .....	A. W. Harman .....	1, 274 00	2 04
4688	Harrisonburgh to Shenandoah Iron Works.	do .....	599 00	1 91
7178	Natchez to Brookhaven .....	S. G. Kennedy .....	2, 300 00	7 37
7178	do .....	do .....		
7195	Liberty to Fort Adams .....	F. Fortinberry .....	710 00	6 22
7196	Liberty to Osyka .....	do .....	665 00	2 13
7196	do .....	J. Fardish .....	665 00	2 13
7196	do .....	do .....		
8556	Bastrop to Seguin .....	Benjamin F. Woodward .....	1, 240 00	3 96
8556	do .....	do .....		
8592	Waxahatchie to Cedar Hill .....	do .....	585 00	2 21
8592	do .....	do .....		
8618	Quitman to Jefferson .....	Wheeler & Bratcher .....	1, 600 00	7 67
8619	Jefferson to Clarksville .....	F. P. Sawyer .....	9, 331 00	14 9
8682	Double Horn to Mason .....	Webster Daniels .....	1, 200 00	11 54
8682	do .....	do .....		
1314	Greenport to Southampton .....	W. H. H. Phillips .....	1, 700 00	2 72
1380	Saratoga Springs to Luzerne .....	John E. Kemp .....	1, 259 00	2 02
1396	Essex to Charlotte Depot .....	H. J. Hinkley .....	200 00	76
1396	do .....	do .....		
1410	Molra to Regis Falls .....	C. A. Clark .....	773 00	1 23
1425	Carthage to South Edwards .....	John E. Kemp .....	970 63	1 42
1428	Watertown to Alexandria .....	do .....	1, 662 30	2 27
1437	Adams to Worthville .....	do .....	473 00	77
1437	do .....	do .....		
1438	Lowville to Indian River .....	Charles E. Gardner .....	495 00	1 72
1238	Norwich to Cortland Village .....	New York and Oswego Midland Railroad Co.	2, 460 50	3 94
1458	Fort Plain to Cooperstown .....	Wilson Kels .....	870 00	1 36
1458	do .....	do .....		
1465	Little Falls to Richfield Springs .....	Amos A. Goodale .....	650 00	0 50, 1 6
1477	Camden to Redfield .....	C. A. Clark .....	1, 051 25	1 6
1477	do .....	do .....		
1485	Cazenovia to Shed's Corners .....	D. A. Baker, jr .....	540 00	82
1485	do .....	do .....		
1489	Tully to Otisco .....	Daniels Nicholes .....	285 00	45
1501	Oswego to Ira .....	Henry James .....	700 00	2 24
1502	Clyde to Wolcott .....	Milton Roberts .....	496 00	72
1505	Auburn to New Hope .....	Charles W. Lewis .....	680 00	1 02
1508	Auburn to Lansingville .....	Emerson D. Clapp .....	1, 745 80	2 97
1508	do .....	do .....		
1508	do .....	do .....		
1508	do .....	do .....		
1514	Geneva to Clyde .....	Elisha Bares .....	670 00	1 92

made from their pay, &amp;c.—Continued.

APRIL 25, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 16; Mar. 20, 1874	Madison	W. Va	Failed to arrive	}	\$6 84
Jan. 14, 1874	Oceana	W. Va	do.		
Jan. 6; Feb. 21; Mar. 19, 1874	Hamlin	W. Va	do.		3 24
Jan. 16; Mar. 6, 13, 1874	Madison	W. Va	do.	}	5 76
Jan. 17; Feb. 5, 28; Mar. 14, 1874	Blue Sulphur Springs	W. Va	do.		8 99
Feb. 11, 18; Mar. 11, 1874	Raleigh Court-House	W. Va	do.		
Jan. 2; Mar. 20, 1874	Pearisburgh	W. Va	do.	}	3 84
Jan. 16, 1874	Concord Church	W. Va	do.		1 65
Jan. 1, 1874	Princeton	W. Va	Failed to arrive; went 11 miles.		
Jan. 24, 1874	do	W. Va	Failed to arrive; went 40 miles.	}	7 50
Jan. 9, 1874	Huntersville	W. Va	Failed to arrive		3 26
Jan. 21, 1874	Lewisburgh	W. Va	do.		3 76
Jan. 7, 16; Feb. 6, 9, 18, 74	Red Sulphur Springs	W. Va	do.	}	5 40
Jan. 7, 1874	Goshen Bridge	Va	do.		
Jan. 7, 13, 1874	Lexington	Va	do.		4 83
Jan. 8, 16, 1874	Hamilton	Va	do.	}	4 08
Jan. 7, 1874	Shenandoah Iron Works.	Va	do.		1 91
Jan. 6; Mar. 17, 24, 1874	Natchez	Miss	do.	}	51 59
Feb. 10; Mar. 17, 19, 21, 74	Brookhaven	Miss	do.		
Jan. 8, 1874	Miss	Miss	Failed on 43 miles		9 62
Jan. 17, 1874	Osyka	Miss	Failed to arrive	}	2 13
Mar. 18, 1874	Liberty	Miss	do.		
Mar. 17, 1874	Osyka	Miss	do.		4 26
Mar. 24, 1874	Bastrop	Tex.	do.	}	11 92
Mar. 25, 1874	Seguin	Tex.	do.		
Feb. 15, 1874	Waxahatchie	Tex.	do.		8 43
Mar. 12, 26, 1874	Cedar Hill	Tex.	do.	}	7 67
Mar. 21, 1874	Quitman	Tex.	do.		104 86
July 2; Aug. 20, 27; Nov. 25; Dec. 9, 11, 13, 1874	Clarksville	Tex.	do.		
Mar. 27, 1874	Double Horn	Tex.	do.	}	23 08
Mar. 25, 1874	Mason	Tex.	do.		
Feb. 3, 1874	N. Y.	N. Y.	Failed to perform service		5 44
Jan. 8, 9, 1874	N. Y.	N. Y.	do.	}	4 03
Quarter ending Mar. 31, 1874	Charlotte Depot	N. Y.	Failed to arrive 12 and depart 11 times.		
Quarter ending Mar. 31, 1874	Essex	N. Y.	Failed to arrive 15 and depart 14 times.		19 76
Mar. 11, 1874	N. Y.	N. Y.	Failed to perform service	}	2 47
Mar. 4, 20, 1874	N. Y.	N. Y.	do.		5 70
Mar. 4, 20, 1874	N. Y.	N. Y.	Failed to perform service on 10 miles.		3 60
Jan. 21, 1874	N. Y.	N. Y.	Failed to perform service	}	
Mar. 4, 9, 1874	N. Y.	N. Y.	Failed to perform service on 44 miles.		2 91
Jan. 9, 1874	Between Lowville and Croghan.	N. Y.	Failed to perform service		1 45
Mar. 11, 12, 13, 14, 1874	N. Y.	N. Y.	do.	}	31 52
Feb. 24, 1874	Cooperstown	N. Y.	Failed to depart		
Feb. 28, 1874	Cherry Valley	N. Y.	Failed to arrive		1 36
Mar. 10, 1874	N. Y.	N. Y.	Failed to perform service	}	3 16
Mar. 5, 1874	Redfield	N. Y.	Failed to arrive and depart		
Mar. 9, 1874	do	N. Y.	Failed to perform service		5 04
Mar. 10, 11, 1874	N. Y.	N. Y.	do.	}	
Mar. 3, 9, 10, 20, 21, 23, 24, 25, 1874	Shed's Corners	N. Y.	Failed to arrive and depart		10 38
Mar. 11, 12, 1874	N. Y.	N. Y.	Failed to perform service	}	1 82
March 17, 1874	Oswego	N. Y.	Failed to arrive and depart		2 24
March 11, 13, 1874	N. Y.	N. Y.	Failed to perform service		3 14
March 12, 1874	N. Y.	N. Y.	do.	}	2 17
March 11, 13, 1874	Auburn	N. Y.	Failed to arrive		
March 11, 12, 1874	do	N. Y.	Failed to depart		11 18
March 11, 13, 1874	Lansingville	N. Y.	Failed to arrive	}	
March 11, 13, 1874	do	N. Y.	Failed to depart		
March 11, 12, 13, 14, 1874	N. Y.	N. Y.	Failed to perform 2 trips		7 68

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Fine.
1515	Branchport to Prattsburgh .....	Richard Holly .....	\$594 00	\$0 95
1516	Penn Yan to Bath .....	Peter M. Packard .....	618 00	1 03
1516	do .....	do .....		
1522	North Huron to North Rose .....	John E. Kemp .....	197 00	60
1525	Palmyra to Ontario .....	D. A. Baker, Jr. ....	583 26	97
1526	Palmyra to Pultneyville .....	Thomas Qualfe .....	400 00	64
1526	do .....	do .....		
1526	do .....	do .....		
1526	do .....	do .....		
1539	Geneseo to Covington .....	Nelson M. Willman .....	224 00	71
1546	Franklinville to Centreville .....	Lewis C. Veasey .....	668 00	1 07
1546	do .....	do .....		
1546	do .....	do .....		
1546	do .....	do .....		
1556	Albion to Kuckville .....	Joseph Griawold .....	550 00	8
1565	Youngstown to Lockport .....	George W. Ferguson .....	940 00	1 54
1579	Cattaraugus to Springville .....	J. C. Randall .....	1,199 00	1 92
1570	do .....	do .....		
1584	Cuba to Arcade .....	Andrew Cady .....	318 00	50
1654	Black Brook to North Elba .....	Mouroe Hall .....	339 23	1 28
1657	Watertown to Montague .....	John E. Kemp .....	743 00	1 05
1686	Newark Valley to Whitney's Point .....	Abbott Lathrop .....	350 00	1 12
1688	Mayville to Jamestown .....	Edwin P. Paddock .....	995 00	1 59
1688	do .....	do .....		
1688	do .....	do .....		
1688	do .....	do .....		
1694	Geneva to Watkins .....	Seneoa Lake Steam Navigation Company.	3,200 00	5 12
1706	Oawego Mills to Hannibal Centre .....	Henry James .....	300 00	86
1716	Rouse's Point to Chazy .....	John E. Kemp .....	543 00	87
1716	do .....	do .....		
1720	Knox to Knowersville .....	D. W. Schoonmaker .....	400 00	64
1722	Rochester to North Greece .....	A. J. Vrooman .....	600 00	96
1723	Berkshire to Centre Lisle .....	John E. Kemp .....	168 00	1 01
1729	Slingerlands to Borne .....	Philip A. Miller .....	375 00	1 20
1729	do .....	do .....		
1777	Protection to Java .....	James Crawford .....	156 00	50
2139	Brauc ville to Milford .....	Evi Brink .....	500 00	1 00
2161	Hamburgh to Warwick .....	Peter Smith .....	575 00	92
2172	White House Station to Flemington .....	George H. Dalley .....	499 00	79
2181	Raritan to Centreville .....	William Hulsizer .....	445 00	71
7177	Natchez to Liberty .....	F. Fortinberry .....	940 00	9 04
7177	do .....	do .....		
6634	Athens to Florence .....	Sarah Gracy .....	700 00	3 36
6641	Fort Payne to Gaylesville .....	Joseph Powell .....	363 84	1 75
6645	Scottdorough to Lebanon .....	Joseph C. Steele .....	349 00	3 35
6646	Scottdorough to Cottonville .....	Lester Morris .....	275 00	2 65
6646	do .....	do .....		
6652	Guntersville to Scottdorough .....	do .....	550 00	2 64
6652	do .....	do .....		
6653	Hartsville to Houston .....	J. J. Hinds .....	948 69	3 04
6653	do .....	do .....		
6656	Basham's Gap to Arkadelphia .....	George W. Day .....	317 00	3 65
6658	Monilton to Hartsville .....	J. Dutton & G. W. Day .....	152 08	1 54
6660	Mount Hope to Leighton .....	Joseph Smith .....	200 00	2 60
6668	Russellville to Mount Hope .....	A. M. Devaney .....	125 00	1 30
6670	Russellville to Haley's .....	Spencer M. Scott .....	260 00	2 50
6673	Pikeville to Aberdeen .....	B. D. Haney .....	450 00	4 22
6736	Marion to Randolph .....	Elias Duncan .....	600 00	5 77
6739	Burnsville to Montgomery .....	W. W. Finney .....	1,487 13	4 76
6740	Wetumpka to Talladega .....	D. C. Whiting .....	1,125 00	10 61
6744	Crawford to Columbus .....	William B. Jones .....	260 00	1 25

made from their pay, &amp;c.—Continued.

APRIL 25, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Quarter ending March 31, 1874.		N. Y.	Failed to perform 9 trips.		\$17 10
March, 1874.	Penn Yan	N. Y.	Failed to arrive 8 and depart 8 times.		10 02
March, 1874.	Prattsburgh	N. Y.	Failed to supply 7 times.		1 26
March 10, 1874.		N. Y.	Failed to perform service		5 58
March 11, 12, 13, 1874		N. Y.	do		
March 14, 1874.	Palmyra	N. Y.	Failed to arrive		2 56
March 14, 1874	do	N. Y.	Failed to depart		
March 10, 11, 12, 1874	Pultneyville	N. Y.	Failed to arrive		2 86
March 11, 12, 13, 1874	do	N. Y.	Failed to depart		
March 9, 11, 1874		N. Y.	Failed to perform service.		
March 9, 19, 1874	Franklinville	N. Y.	Failed to arrive		7 49
March 9, 18, 1874	do	N. Y.	Failed to depart		
March 5, 9, 10, 12, 25, 1874.	Centreville	N. Y.	Failed to arrive		
March 6, 9, 11, 13, 26, 1874.	do	N. Y.	Failed to depart		1 76
March 13, 1874		N. Y.	Failed to perform service		3 01
February 23, 1874.		N. Y.	do		1 08
March 9, 11, 1874	Springville	N. Y.	Failed to arrive		2 02
March 10, 1874	do	N. Y.	Failed to depart		2 78
March, 1874		N. Y.	Failed to perform 2 trips.		
March 5, 1874	Bet. Wilmington and North Elba	N. Y.	Failed to perform service.		
March 9, 1874	Bet. Watertown and Barnes Corners.	N. Y.	do		2 10
March 10, 1874.		N. Y.	do		2 24
March 10, 21, 23, 1874	Mayville	N. Y.	Failed to arrive		
March 10, 20, 27, 1874	do	N. Y.	Failed to depart		8 74
March 20, 27, 28, 1874	Jamestown	N. Y.	Failed to arrive		
March 21, 24, 1874	do	N. Y.	Failed to depart		
March 11, 1874		N. Y.	Failed to perform service		10 25
March 11, 1874		N. Y.	do		1 92
March 24, 1874	Rouse's Point	N. Y.	Failed to arrive and depart.		2 61
March 12, 24, 1874	Chazy	N. Y.	do		
March 4, 1874		N. Y.	Failed to perform service.		1 28
March 13, 1874		N. Y.	do		1 92
March 14, 1874		N. Y.	do		3 23
March 10, 1874	Berne	N. Y.	Failed to arrive		1 60
March 13, 1874	do	N. Y.	Failed to depart		
March 12, 1874		N. Y.	Failed to perform service.		1 00
March 7, 19, 21, 1874	Branchville	N. J.	Failed to connect	\$2 40	
January 7, 1874		N. J.	Failed to perform service		1 84
January 7, 1874		N. J.	do		1 59
January 8, 1874		N. J.	do		1 42
Jan. 7, 14, 21, 28; Feb. 4, 11, 18, 25; Mar. 4, 1874.	Natchez	Miss	Failed to arrive		
Jan. 14, 21, 28; Feb. 4, 11, 18, 25; Mar. 3, 1874.	Liberty	Miss	do		153 68
From January 1 to February 21, 1874		Ala	Failure on 19 miles of route.		23 56
Feb. 14, 25; Mar. 19, 21, '74.		Ala	Failure on 8 miles of route.		4 48
March 23, 1874		Ala	Failure on entire route		6 70
February 9, 23, 1874.		Ala	Failure on 22 miles of route.		15 87
March 2, 16, 23, 1874	Cottonville	Ala	Failure to arrive		
January 5, 1874.		Ala	Failure on 16 miles of route.		5 60
February 27, 1874.		Ala	Failure on 17 miles of route		
March 3, 5, 7, 19, 31, 1874	Houston	Ala	Failure to arrive		21 28
March 20, 23, 1874	Hartsville	Ala	do		12 88
Jan. 8, 15; Mar. 15, 19, 1874		Ala	Failure on 23 miles of route.		
March 23, 1874	Moulton	Ala	Failure to arrive		1 54
March 21, 1874	Mount Hope	Ala	do		2 00
March 21, 1874		Ala	Failure on entire route		2 40
January 13, 1874.		Ala	Failure on 12 miles of route.		1 94
January 28, 1874	Aberdeen	Ala	Failure to arrive		4 33
January 26, 1874	Randolph	Ala	do		5 77
March 18, 20, 23, 25, 1874		Ala	Failure on entire route		28 06
March 21, 23, 1874	Wetumpka	Ala	Failure to arrive		21 62
March 17, 1874		Ala	Failure of one trip		2 50

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-rp.
6763	Summerfield to Selma.....	A. Calhoun .....	1,832 00	\$2 16
6763	.....do.....	.....do.....		
6771	Linden to Demopolis .....	D. C. Whiting .....	340 00	3 25
6773	Bucatanua to Coffeeville .....	Bragaw & Harris.....	935 31	4 41
6773	.....do.....	.....do.....		
6777	Prairie Bluff to Coffeeville .....	W. W. Finney .....	1,044 00	10 00
6777	.....do.....	.....do.....		
6791	Troy to Montgomery .....	D. C. Whiting .....	1,375 00	6 01
6791	.....do.....	.....do.....		
6792	Rutledge to Andalusia .....	James Ward .....	390 00	3 75
6795	Greenville to Andalusia .....	A. A. McKellar .....	590 00	5 07
6802	Evergreen to Grove Hill .....	Matthew J. Harris .....	1,696 00	8 15
6803	Evergreen to Andalusia .....	W. N. Bragaw .....	1,650 00	5 21
6804	Garland to Camden .....	Thomas H. Koker .....	970 42	9 31
6819	Bay Minette to Suggsville.....	Oscar Wilson .....	1,450 00	7 00
6822	Houston to Jasper.....	J. J. Hinds.....	808 50	2 59
6822	.....do.....	.....do.....		
6829	Vernon to Columbus, Miss. ....	.....do.....	1,110 00	3 75
6854	Camden to Shiloh .....	H. S. Brooks .....	525 51	5 02
6867	Wedowee to Wehoga .....	Peter Mitchell.....	361 89	3 41
7121	Kosciusko to Fearn's Springs .....	A. Fleetwood .....	750 00	7 21
7121	.....do.....	.....do.....		
7515	Augusta to Brinkley .....	John C. Bryan .....	792 00	3 41
7515	.....do.....	.....do.....		
7529	Saint Charles to Arkansas.....	Dixon Adams .....	574 00	2 50
7556	Searcy to Kinderhook .....	Mount & Sanders.....	419 00	4 03
7558	Lewisburgh to Perryville .....	A. H. Bole .....	245 00	2 45
7558	.....do.....	.....do.....		
7581	Carrollton to Galena .....	A. J. Stewart .....	416 00	4 00
7593	Fort Smith to Black Jack .....	A. S. Long .....	420 00	4 05
8006	Vicksburgh to New Orleans .....	Thomas P. Leathers .....	10,000 00	96 15
4567	Abingdon to Estillville.....	D. C. Dunn .....	192 00	1 54
4567	.....do.....	.....do.....		
4574	Hansonville to Wise Court-House .....	.....do.....	394 00	1 59
4577	Jonesville to Turkey Cove.....	.....do.....	72 00	0 70
4578	Jonesville to Tazewell, Tenn .....	.....do.....	299 99	2 55
4578	.....do.....	Campbell Slem .....	293 99	2 55
10516	Saint Louis to Memphis, Tenn .....	John A. Scudder .....	21,000 00	67 40
10516	.....do.....	.....do.....		
10522	Monticello to Sand Hill .....	George Shepherd .....	374 00	1 74
10531	Clarence to Kirksville .....	Julius A. Jackson .....	915 50	4 40
10537	Queen City to Shoneytown.....	J. M. Brasfield .....	298 00	2 50
10538	Nineveh to Unionville .....	Jonathan Scott .....	240 00	2 30
10542	Laclede to Milan .....	U. E. Fisher .....	1,144 88	1 75
10543	Linneus to Kirksville .....	James W. Cooper .....	440 00	4 25
10548	La Plata to Sticklerville .....	T. J. Dockrey .....	240 00	2 30
10548	.....do.....	.....do.....		
10551	Chillicothe to Wintersville .....	M. T. Green .....	1,200 00	3 54
10558	Chillicothe to Bethany .....	U. E. Fisher .....	542 50	1 75
10558	.....do.....	.....do.....		
10560	Bethany to Gallatin .....	James A. Williams .....	530 00	2 04
10560	.....do.....	.....do.....		
10769	Fredericktown, Jackson, Cape Girardeau.	Anderson Arnot .....	907 75	\$2 52, 1 61
10769	.....do.....	.....do.....		
10769	.....do.....	.....do.....		

made from their pay, &amp;c.—Continued.

APRIL 25, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Sept. 26; Oct. 10, 28; Nov. 9, 26, 1873.	.....	Ala.	Failure on entire route.		\$56 52
Feb. 3, 6; Mar. 10, 13, 17, 20, 1874.	.....	Ala.	do		
March 17, 1874.	.....	Ala.	Failure of one trip		6 54
Oct. 7, 10, 14; Nov. 14; Dec. 11, 26, 1873.	Coffeeville	Ala.	Failure to arrive		
Jan. 9, 13, 20, 23; Feb. 6, 14, 27; Mar. 3, 6, 10, 13, 17, 20, 27, 1874.	do	Ala.	do		29 80
Sept. 24; Nov. 26; Dec. 24, 1873.	do	Ala.	do		
March 10, 17, 24, 1874.	do	Ala.	do		60 00
March 17, 20, 1874.	do	Ala.	do		
March 31, 1874.	Troy	Ala.	Failure on entire route		33 05
March 23, 30, 1874.	do	Ala.	Failure to arrive		
March 17, 30, 1874.	do	Ala.	Failure on entire route		15 00
March 17, 1874.	do	Ala.	do		
March 18, 20, 1874.	Evergreen	Ala.	Failure to arrive		29 68
March 19, 1874.	Andalusia	Ala.	do		
Feb. 4, 7; Mar. 15, 18, 22, 25, 1874.	Camden	Ala.	do		8 15
Jan. 2, 14, 16, 23, 27, 1874.	Bay Minette	Ala.	do		
Feb. 25, 27, 1874.	.....	Ala.	Failed to perform on 17 miles.		42 00
Mar. 18, 20, 1874.	.....	Ala.	Failed to perform service.		
Mar. 19, 26, 1874.	Vernon	Ala.	Failed to arrive		25 66
Feb. 15; Mar. 18, 1874.	do	Ala.	Failed on entire route		
Mar. 18, 1874.	Wedowee	Ala.	Failed to arrive		7 10
Mar. 17, 1874.	Kosciusko	Miss.	do		
Jan. 22; Feb. 5, 23; Mar. 5, 9, 19, 23, 26, 1874.	Fearn's Springs	Miss.	do		20 20
Jan. 23; Mar. 7, 10, 20, 1874.	Angusta	Ark.	do		
Mar. 12, 1874.	Brinkley	Ark.	do		6 96
Feb. 23, 1874.	Arkansas Post	Ark.	do		
Feb. 21, 1874.	Kinderhook	Ark.	do		14 42
Feb. 21, 1874.	Lewisburgh	Ark.	do		
Feb. 21, 1874.	Perryville	Ark.	do		45 60
Feb. 11, 18; Mar. 3, 1874.	Galena	Ark.	do		
Mar. 3, 1874.	Black Jack	Ark.	do		2 76
Apr. 5, 1874.	Bayou Tunica	La.	Failed to supply		
Jan. 2, 27, 30; Feb. 6; Mar. 6, 13, 20, 27, 1874.	Abingdon	Va.	Failed to arrive	\$5 00	4 03
Jan. 3, 10, 16; Feb. 7, 14; Mar. 7, 14, 21, 28, 1874.	Estillville	Va.	do		
Mar. 20, 1874.	Wise Court House	Va.	do		1 89
Jan. 7, 14, 21, 28; Feb. 4, 11, 1874.	Jonesville	Va.	Failed to arrive and depart		
Jan. 9, 16, 23, 30; Feb. 6, 13, 1874.	do	Va.	do		8 28
Mar. 10, 1874.	Tazewell	Va.	Failed to arrive		
Jan. and Feb. 1874.	Between Saint Louis and Cairo	Mo.	Failed, respectively, 6 back, and 2 trips.		40 32
Jan., 1874.	Betw'n Memphis and Cairo.	Mo.	Failed one trip		
Mar. 3, 1874.	Sand Hill	Mo.	Failed to arrive		553 33
Jan. 23, 1874.	Kirkaville	Mo.	do		
Feb. 2, 23, 1874.	Shoneytown	Mo.	do		1 79
Feb. 13, 1874.	Unionville	Mo.	do		
Mar. 3, 1874.	Milan	Mo.	do		4 40
Jan. 22, 1874.	do	Mo.	Failed 22 miles each way		
Feb. 9, 1874.	La Plata	Mo.	Failed to arrive		5 72
Mar. 24, 1874.	Sticklerville	Mo.	do		
Mar. 7, 1874.	Wintersville	Mo.	do		2 30
Jan. 5, 16, 23; Feb. 13, 18, 21, 25, 27; Mar. 2, 4, 6, 1874.	Chillicothe	Mo.	do		
Jan. 3, 10, 13, 15, 24, 31; Feb. 6, 10, 12, 19, 21, 26; Mar. 5, 31, 1874.	Bethany	Mo.	do		1 73
Jan. 23, 1874.	do	Mo.	do		
Jan. 24, 1874.	Gallatin	Mo.	Performed 12 miles.		3 00
Jan. 22; Feb. 23; Mar. 19, 1874.	Fredericktown	Mo.	Failed to arrive		
Jan. 23; Mar. 6, 31, 1874.	Jackson	Mo.	do		4 60
Mar. 6, 1874.	Cape Girardeau	Mo.	do		

*Fines imposed on contractors and deductions:*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
7033	Holly Springs to Sardis .....	B. Bell .....	\$695 00	\$3 34
7033	do .....	do .....		
4176	Cotton Hill to Raleigh Court-House .....	Albert G. Windsor .....	407 57	1 30
4178	Clay Court-House to Clendenin .....	Jonathan King .....	140 00	1 34
4185	Arnoldsburgh to Spencer .....	Miles Perine .....	186 00	59
4185	do .....	do .....		
4502	Barnesville to North View .....	Edward S. Rolfe .....	532 17	2 37
1 0101	Sparta to Bee Creek .....	B. F. Bridgman .....	199 00	1 91
16	Angusta to Seasmont .....	V. D. Pinkham .....	780 00	2 50
17	Angusta to Belfast .....	D. B. Fuller .....	1,349 00	2 16
17	do .....	do .....		
17	do .....	do .....		
20	Angusta to Freeport .....	Robert C. Mores .....	519 00	1 66
24	Belgrade to Mercer .....	W. K. Lancey .....	863 33	1 09
25	Vassalborough to China .....	D. B. Fuller .....	368 00	62
25	do .....	do .....		
26	Unity to Bangor .....	Charles Elliott .....	1,149 00	1 54
29	Pishon's Ferry to Canaan .....	L. G. Lord .....	250 00	49
30	Readfield to Chesterville .....	B. W. Harriman .....	350 00	1 12
33	Farmington, Phillips, Rangeley .....	Daniel Clark .....	287 00	\$0 29, 0 25
33	do .....	do .....		
33	do .....	do .....		
33	do .....	do .....		
33	do .....	do .....		
37	North New Portland to Flagstaff .....	Judkins & Dilsen .....	300 00	2 50
37	do .....	do .....		
38	North Anson, New Portland, Strong .....	W. S. Brinker .....	347 00	0 41, 0 37
38	do .....	do .....		
41	North Anson to Solon .....	W. H. Brown .....	275 00	44
41	do .....	do .....		
43	Skowhegan to Shirley .....	W. A. Frye .....	900 00	2 50
48	Dexter to Greenville .....	Nichols & Hunting .....	640 00	1 02
48	do .....	do .....		
50	Pittsfield to Harmony .....	F. J. Littlefield .....	745 00	1 19
50	do .....	do .....		
52	West Pittsfield to Pittsfield .....	W. K. Lancey .....	300 00	49
4187	Burling Springs to Spencer .....	Miles Perine .....	222 00	96
8537	San Antonio to Eagle Pass .....	A. W. Harman and F. P. Sawyer .....	10,300 00	49 22
8696	Huntsville to Madisonville .....	B. F. Woodward .....	1,040 00	3 33
8696	do .....	do .....		
11458	Rockford to Rochelle .....	H. G. Fuller .....	765 00	2 42
11463	Byron to Rockford .....	James W. Sanford .....	365 00	1 17
11463	do .....	do .....		
11464	Byron to Foriston .....	Ben. Savage .....	394 00	1 17
11465	Laona to Burritt .....	D. M. Goodrich .....	242 00	1 17
11474	Blackberry Station to Bristol Station .....	D. A. Baker, jr .....	489 00	1 00
11480	Geneseo to Morrison .....	J. A. Miller .....	1,500 00	3 40
11533	Monmouth to Aledo .....	D. A. Baker, jr .....	774 00	2 50
11537	Petersburgh to Virginia .....	P. S. Scott .....	990 00	2 93
11563	Greenfield to Carlinville .....	A. Arnot .....	734 00	2 35
11580	Sagetown to Olena .....	D. A. Baker, jr .....	371 78	60
11606	Pellaville to Rossville .....	Sol. Hornbeck .....	321 00	1 54
11617	Holland to Neogo .....	Thomas Dennis .....	150 00	1 47
11630	Rock Island to New Windsor .....	George B. Moore .....	548 00	2 63
11646	Hurricane to Ramsey .....	Jos. F. Alexander .....	129 00	1 24
11647	Greenville to Hillsborough .....	Henry Kasten .....	600 00	2 16
11651	Benton to Tamaroa .....	U. E. Fisher .....	550 00	1 76
11659	Harrisburgh to Marion .....	Thomas Stiff .....	729 00	1 17
11671	New Athens to Nashville .....	John M. McCutcheon .....	1,359 00	2 17
11671	do .....	do .....		
11681	Vienna to Metropolis City .....	S. W. Taylor .....	1,100 00	1 15
11687	Golconda to Vienna .....	John H. Boswell .....	525 00	2 52



made from their pay, &amp;c.—Continued.

APRIL 25, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Mar. 7, 1874	Holly Springs	Miss	Failed to arrive	}	\$13 36
Jan. 13, 16; Mar. 24, 1874	Sardis	Miss	do.		
Jan. 25, 27, 1874	Raleigh Court-House	W. Va	Wet and damaged mail.		2 60
Jan. 16; Mar. 20, 1874	Clay Court-House	W. Va	Failed to arrive		2 68
Jan. 2, 7, 1874	Arnoldsburgh	W. Va	do.	}	2 36
Jan. 2, 7, 1874	Spencer	W. Va	do.		
Jan. 14, 1874	North View	Va	do.		2 57
Nov. 12, 24, 1873		Tenn	Failed over 17 miles of route.		4 64
Feb. 4, 1874	Searsmont	Me	Failed to arrive		2 50
Jan. 15, 1874	Augusta	Me	do.	}	
Feb. 3, 6, 14, 1874	Belfast	Me	do.		12 96
Feb. 4, 1874	do	Me	Total failure		
Feb. 5, 1874		Me	Failed to arrive		1 66
Jan. 14; Feb. 4, 1874	Belgrade	Me	do.		2 19
Feb. 3, 1874	China	Me	do.	}	1 24
Feb. 4, 1874	Vassalborough	Me	do.		
Mar. 4, 1874	Bangor	Me	do.		1 84
Jan. 7, 15; Feb. 4, 1874		Me	Failed totally		2 40
Feb. 3, 1874		Me	do.		2 24
Jan. 17, 1874	Farmington from Phillips	Me	Failed to arrive	}	
Jan. 3, 9, 1874	Rangeley from Phillips	Me	do.		
Jan. 16, 1874	Phillips from Farmington	Me	do.		2 67
Jan. 31; Feb. 5, 1874	do	Me	do.	}	
Feb. 3, 4, 7, 1874	do	Me	do.		
Jan. 22; Feb. 5, 1874	Flagstaff	Me	do.		
Jan. 16, 1874	North New Portland	Me	do.	}	8 64
Feb. 4, 5, 1874	North Anson	Me	do.		
Feb. 5, 1874	New Portland	Me	do.		1 23
Feb. 3, 5, 6, 1874	Solon	Me	do.	}	1 76
Feb. 4, 1874	North Anson	Me	do.		
Feb. 5, 7; Mar. 5, 10, 19, 24, 1874	Shirley	Me	do.		17 28
Feb. 14, 1874	Dexter	Me	do.	}	4 08
Feb. 4, 16; Mar. 4, 1874	Greenville	Me	do.		
Jan. 14, 17; Feb. 4, 9, 16, 1874	Harmony	Me	do.		7 14
Feb. 3, 1874	Pittsfield	Me	do.	}	1 44
Jan. 14, 16; Feb. 4, 1874	do	Me	do.		
Jan. 3, 8, 20; Feb. 10, 12, 14, 1874	Burning Springs	W. Va	do.		5 40
Sept. 11, 1874	Eagle Pass	Tex.	do.		49 52
Mar. 17, 24, 1874	Huntsville	Tex.	do.	}	13 33
Mar. 18, 25, 1874	Madisonville	Tex.	do.		
Mar. 6, 1874	Rockford	Ill	do.		2 42
Mar. 4, 6, 1874	Byron	Ill	do.	}	4 68
Mar. 4, 16, 1874	Rockford	Ill	do.		
Mar. 3, 7, 1874	Byron	Ill	do.		2 54
Mar. 14, 18, 1874	Burrill	Ill	do.		2 32
Mar. 4, 1874		Ill	Total failure		3 20
Mar. 3, 5, 7, 12, 1874	Morrison	Ill	Failed to arrive		9 60
Jan. 24; Mar. 4, 1874		Ill	Total failure		10 00
Mar. 9, 1874		Ill	do.		5 90
Mar. 19, 21, 1874		Ill	do.		9 40
Jan. 22, 1874		Ill	do.		1 20
Jan. 21; Feb. 23, 1874		Ill	do.		6 16
Jan. 23, 1874		Ill	do.		2 90
Feb. 17, 1874		Ill	Went 6 miles and returned		4 00
Feb. 21, 1874		Ill	Total failure		2 43
Feb. 3, 1874	Greenville	Ill	Failed to arrive		2 26
Jan. 15, 22, 24; Mar. 7, 19, 31, 1874		Ill	Total failure		21 18
Feb. 21, 23; Mar. 6, 1874	Marion	Ill	Failed to arrive		3 51
Jan. 1, 22; Mar. 7, 1874	New Athens	Ill	do.	}	10 85
Jan. 1; Mar. 26, 1874	Nashville	Ill	do.		
Mar. 6, 1874		Ill	Total failure		3 50
Feb. 23; Mar. 23, 1874		Ill	do.		10 08

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
7033	Holly Springs to Sardis.....	B. Bell .....	\$685 00	\$3 34
7033	do.....	do.....		
4176	Cotton Hill to Raleigh Court-House .....	Albert G. Windsor.....	407 57	1 30
4178	Clay Court-House to Clendenin.....	Jonathan King.....	140 00	1 34
4185	Arnoldsburgh to Spencer.....	Miles Perine.....	186 00	50
4185	do.....	do.....		
4502	Barneville to North View .....	Edward S. Rolfe.....	532 17	2 27
1 0101	Sparta to Bee Creek.....	B. F. Bridgman.....	199 00	1 21
16	Augusta to Seasmont.....	V. D. Pinkham.....	780 00	2 20
17	Augusta to Belfast.....	D. B. Fuller.....	1,349 00	2 16
17	do.....	do.....		
20	Augusta to Freeport.....	Robert C. Mores.....	519 00	1 40
24	Belgrade to Mercer.....	W. K. Laney.....	683 33	1 40
25	Vassalborough to China.....	D. B. Fuller.....	388 00	60
25	do.....	do.....		
26	Unity to Bangor.....	Charles Elliott.....	1,149 00	1 40
29	Pishon's Ferry to Canaan.....	L. G. Lord.....	350 00	1 10
30	Readfield to Chesterville.....	B. W. Harriman.....	350 00	1 10
33	Farmington, Phillips, Rangeley.....	Daniel Clark.....	287 00	\$0 29, 0 20
33	do.....	do.....		
33	do.....	do.....		
33	do.....	do.....		
37	North New Portland to Flagstaff.....	Judkins & Dillson.....	300 00	2 00
37	do.....	do.....		
38	North Anson, New Portland, Strong.....	W. S. Brinker.....	347 00	0 41, 0 20
38	do.....	do.....		
41	North Anson to Solon.....	W. H. Brown.....	275 00	40
41	do.....	do.....		
43	Skowhegan to Shirley.....	W. A. Frye.....	900 00	2 00
48	Dexter to Greenville.....	Nichols & Hunting.....	640 00	1 00
48	do.....	do.....		
50	Pittsfield to Harmony.....	F. J. Littlefield.....	745 00	1 10
50	do.....	do.....		
52	West Pittsfield to Pittsfield.....	W. K. Laney.....	300 00	40
4187	Burning Springs to Spencer.....	Miles Perine.....	282 00	30
8537	San Antonio to Eagle Pass.....	A. W. Harman and F. P. Sawyer.....	10,300 00	49 20
8696	Huntsville to Madisonville.....	B. F. Woodward.....	1,040 00	3 30
8696	do.....	do.....		
11458	Rockford to Rochelle.....	H. G. Fuller.....	785 00	2 40
11463	Byron to Rockford.....	James W. Sanford.....	363 00	1 10
11463	do.....	do.....		
11464	Byron to Foriston.....	Ben. Savage.....	394 00	1 20
11465	Laona to Burrillt.....	D. M. Goodrich.....	242 00	1 10
11474	Blackberry Station to Bristol Station.....	D. A. Baker, Jr.....	489 00	1 40
11480	Geneseo to Morrison.....	J. A. Miller.....	1,500 00	2 40
11533	Monmouth to Aledo.....	D. A. Baker, Jr.....	774 00	2 50
11557	Petersburgh to Virginia.....	P. S. Scott.....	990 00	2 50
11563	Greenfield to Carlville.....	A. Arnot.....	734 00	2 30
11580	Sagetown to Olena.....	D. A. Baker, Jr.....	371 78	60
11606	Pellaville to Rosaville.....	Sol. Hornbeck.....	321 00	1 40
11617	Holland to Neogo.....	Thomas Dennis.....	150 00	1 40
11630	Rock Island to New Windsor.....	George B. Moore.....	542 00	2 40
11646	Hurricane to Ramsey.....	Jos. F. Alexander.....	129 00	1 20
11647	Greenville to Hillsborough.....	Henry Kaaten.....	600 00	2 40
11651	Benton to Tamaroa.....	U. E. Fisher.....	550 00	1 30
11659	Harrisburgh to Marion.....	Thomas Stiff.....	789 00	1 10
11671	New Athens to Nashville.....	John M. McCutcheon.....	1,350 00	2 10
11671	do.....	do.....		
11681	Vienna to Metropolis City.....	S. W. Taylor.....	1,100 00	1 30
11687	Golconda to Vienna.....	John H. Boswell.....	525 00	2 20

made from their pay, &amp;c.—Continued.

APRIL 25, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Mar. 7, 1874	Holly Springs	Miss	Failed to arrive	}	\$13 36
Jan. 13, 16; Mar. 24, 1874	Sardis	Miss	do		
Jan. 25, 27, 1874	Raleigh Court-House	W. Va	Wet and damaged mail		
Jan. 16; Mar. 20, 1874	Clay Court-House	W. Va	Failed to arrive		2 68
Jan. 2, 7, 1874	Arnoldsburgh	W. Va	do	}	2 36
Jan. 2, 7, 1874	Spencer	W. Va	do		
Jan. 14, 1874	North View	Va	do		
Nov. 13, 24, 1873		Tenn	Failed over 17 miles of route.		4 64
Feb. 4, 1874	Searamont	Me	Failed to arrive		2 50
Jan. 15, 1874	Augusta	Me	do	}	12 96
Feb. 3, 6, 14, 1874	Belfast	Me	do		
Feb. 4, 1874	do	Me	Total failure		
Feb. 5, 1874		Me	Failed to arrive		1 66
Jan. 14; Feb. 4, 1874	Belgrade	Me	do		2 19
Feb. 3, 1874	China	Me	do	}	1 24
Feb. 4, 1874	Vassalborough	Me	do		
Mar. 4, 1874	Bangor	Me	do		
Jan. 7, 15; Feb. 4, 1874		Me	Failed totally		2 40
Feb. 3, 1874		Me	do		2 24
Jan. 17, 1874	Farmington from Phillips.	Me	Failed to arrive		
Jan. 3, 9, 1874	Rangeley from Phillips.	Me	do		
Jan. 16, 1874	Phillips from Farmington.	Me	do		2 67
Jan. 31; Feb. 5, 1874	do	Me	do		
Feb. 3, 4, 7, 1874	do	Me	do		
Jan. 22; Feb. 5, 1874	Flagstaff	Me	do	}	8 64
Jan. 16, 1874	North New Portland.	Me	do		
Feb. 4, 5, 1874	North Anson	Me	do		
Feb. 5, 1874	New Portland	Me	do	}	1 23
Feb. 3, 5, 6, 1874	Solon	Me	do		
Feb. 4, 1874	North Anson	Me	do		
Feb. 5, 7; Mar. 3, 10, 19, 24, 1874	Shirley	Me	do		17 28
Feb. 14, 1874	Dexter	Me	do	}	4 08
Feb. 4, 16; Mar. 4, 1874	Greenville	Me	do		
Jan. 14, 17; Feb. 4, 9, 16, 1874	Harmony	Me	do		
Feb. 3, 1874	Pittsfield	Me	do	}	7 14
Jan. 14, 16; Feb. 4, 1874	do	Me	do		
Jan. 3, 8, 20; Feb. 10, 12, 14, 1874	Burning Springs	W. Va	do		
Sept. 11, 1874	Eagle Pass	Tex	do		49 52
Mar. 17, 24, 1874	Huntville	Tex	do	}	13 33
Mar. 18, 25, 1874	Madisonville	Tex	do		
Mar. 6, 1874	Rockford	Ill	do		
Mar. 4, 6, 1874	Byron	Ill	do	}	4 68
Mar. 4, 16, 1874	Rockford	Ill	do		
Mar. 3, 7, 1874	Byron	Ill	do		
Mar. 14, 18, 1874	Burritt	Ill	do		2 54
Mar. 4, 1874		Ill	Total failure		2 32
Mar. 3, 5, 7, 12, 1874	Morrison	Ill	Failed to arrive		3 20
Jan. 24; Mar. 4, 1874		Ill	Total failure		9 60
Mar. 9, 1874		Ill	do		10 00
Mar. 19, 21, 1874		Ill	do		5 90
Jan. 22, 1874		Ill	do		9 40
Jan. 23; Feb. 23, 1874		Ill	do		1 20
Jan. 24, 1874		Ill	do		6 16
Feb. 17, 1874		Ill	do		2 90
Feb. 21, 1874		Ill	Went 6 miles and returned		4 00
Feb. 3, 1874		Ill	Total failure		2 43
Jan. 15, 22, 24; Mar. 7, 19, 31, 1874	Greenville	Ill	Failed to arrive		2 68
Feb. 21, 23; Mar. 6, 1874	Marion	Ill	Failed to arrive		21 18
Jan. 1, 23; Mar. 7, 1874	New Athens	Ill	do		3 51
Jan. 1; Mar. 26, 1874	Nashville	Ill	do	}	10 85
Mar. 6, 1874		Ill	Total failure		
Feb. 23; Mar. 23, 1874		Ill	do		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
11688	Golconda to Vienna .....	John H. Boswell .....	\$270 00	\$2 60
11690	Golconda to Eddyville .....	James W. Randolph .....	90 00	
11711	Astoria to Lewistown .....	D. A. Baker, Jr. ....	324 00	1 60
11751	Fairfield to Hickory Hill .....	Samuel S. Palfreman .....	159 00	1 53
11761	Sparta to Coulterville .....	J. M. McCutcheon .....	616 00	49
11761	do .....	do .....		
11771	Paris to Scotland .....	D. A. Baker, Jr. ....	194 00	1 57
11784	Danville to Blue Grass .....	E. H. Morrison .....	524 00	2 50
11785	Ridge Farm to Newport .....	Enoch Brady .....	270 00	1 30
11795	Pittsfield to Bedford .....	William Arnold .....	455 00	2 13
11799	Ashley to Spring Garden .....	Isaac Hicks .....	490 00	2 35
11803	Pittsfield to Pleasant Hill .....	William Arnold .....	252 00	1 21
11803	do .....	do .....		
11812	Rushville to Plymouth .....	William Markey .....	496 00	2 38
11813	Perry to Versailles .....	William A. Dunn .....	375 00	1 59
11815	Lewistown to Havanna .....	George W. Standard .....	325 00	52
11815	do .....	do .....		
11820	Bedford to Bee Creek .....	Elma Cooley .....	94 00	94
11824	Union Point to Jonesborough .....	J. P. Bohannon .....	196 00	1 96
11827	Shawneetown to Elizabethtown .....	J. A. Callicott .....	249 00	1 20
11827	do .....	do .....		
11835	Fairfield to Albion .....	J. S. Berry .....	275 00	1 32
11835	Mount Vernon to Keeneville .....	F. P. Branson .....	130 00	1 25
11856	Martinsville to Bellair .....	Isaac N. Hale .....	249 00	1 20
11864	Oakland to Fairmount .....	R. H. McCleave .....	397 00	3 22
11869	Bible Grove to Louisville .....	do .....	405 00	1 30
11870	Benton to Marion .....	Anderson Arnot .....	333 00	1 60
11873	Belle Prairie to Fairfield .....	William Good .....	312 00	1 50
11875	Rockford to Rockton .....	L. H. Warren .....	643 00	1 03
11897	Mill Shoals to Belle Prairie .....	William M. Peer .....	208 00	1 00
11898	Robinson to Mier .....	U. E. Fisher .....	906 00	4 36
13034	Darien to Janesville .....	John E. Powers .....	360 00	1 15
13045	Milwaukee to Janesville .....	W. P. Burroughs .....	1,129 00	3 62
13159	Portage City to Montello .....	Myron Gage .....	650 00	1 04
13164	Kilbourn City to Oxford .....	Eli M. Nutt .....	189 00	50
13182	Evansville to Stoughton .....	John E. Powers .....	240 00	77
13182	do .....	do .....		
13209	Monroe to Warren, Ill. ....	do .....	325 00	1 04
13215	Darlington to Monroe .....	do .....	549 00	1 76
13250	Muscoda to Viroqua .....	Jacob A. Drew .....	596 00	2 17
13254	Spring Green to Reedsburgh .....	John W. Wood .....	375 00	1 40
13255	Kilbourn City to Reedsburgh .....	H. F. Treadwell .....	187 50	60
13268	Viroqua to De Soto .....	Thomas Helgeson .....	400 00	1 25
13271	Viroqua to La Crosse .....	John E. Powers .....	890 00	1 42
13313	Menomonee to Downsview .....	J. N. Lorchbough .....	325 00	1 56
13332	Ellsworth to Red Wing, Minn. ....	Rice & Lantz .....	254 20	2 44
13338	Saint Croix Falls to Hudson .....	E. F. Warren .....	3,118 00	5 00
13369	Arcadia to Fountain City .....	H. W. Dewey .....	505 50	2 43
13374	Hudson to Stillwater, Minn. ....	J. M. Whaley .....	400 00	64
13375	Lincoln Centre to Stillwater, Minn. ....	John Brann .....	1,000 00	3 30
13404	Potosi to Cassville .....	L. H. Warren .....	340 00	3 27
8047	Columbia to Winfield .....	John W. McCord .....	875 00	4 20
8048	Vernon, Vienna, Homer .....	M. M. Grady .....	2,867 64	\$0 25, 2 04
8048	do .....	do .....		
8634	San Augustine to Marshall .....	Alexander Leach .....	1,399 00	6 75
4188	Burning Springs to Glenville .....	John S. Brannan .....	359 00	3 45
4188	do .....	do .....		
4200	Ripley's, Moore's, Ripley's .....	Daniel Ripley .....	99 00	55
4200	do .....	do .....		
4201	Glenville to Arnoldsburgh .....	John M. Cain .....	495 00	1 52
4211	Weston to Middleport .....	Esaias Felty .....	601 64	2 94

made from their pay, &amp;c.—Continued.

APRIL 25, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Mar. 7, 1874		Ill	Total failure		\$5 20
Mar. 6, 1874		Ill	do.		1 73
Jan. 23, 1874		Ill	do.		3 20
Jan. 24, 1874		Ill	do.		3 06
Jan. 22, 26; Feb. 6, 7, 11, 12, 19, 23, 24, 25, 26, 27, 28; Mar. 3, 4, 5, 6, 10, 11, 12, 13, 17, 18, 19, 20, 30, 31, 1874.	Sparta	Ill	Failed to arrive		
Jan. 24, 27; Feb. 6, 7, 13, 21, 23, 24, 25, 26, 27, 28; Mar. 4, 5, 6, 7, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 31, 1874.	Coulterville	Ill	do.		26 46
Jan. 24, 31, 1874.		Ill	Total failure		7 48
Jan. 23; Feb. 1, 3, 23, 1874		Ill	do.		15 00
Jan. 27; Feb. 3, 21, 1874		Ill	do.		7 80
Feb. 13, 1874		Ill	do.		4 38
Jan. 16; Feb. 20; Mar. 6, 25, 1874.	Spring Garden	Ill	Failed to arrive		9 40
Jan. 27, 1874	Pittsfield	Ill	do.		
Feb. 3, 14, 1874	Pleasant Hill	Ill	do.		3 63
Jan. 23, 1874		Ill	Total failure		4 76
Jan. 22, 1874		Ill	do.		2 40
Jan. 22, 23, 24, 25, 26, 27, 28, 1874.		Ill	do.		8 32
Feb. 24, 1874		Ill	do.		
Jan. 22, 1874		Ill	do.		1 80
Jan. 21, 1874		Ill	do.		3 77
Feb. 7, 10, 21; Mar. 3, 7, 10, 31, 1874.	Elizabethtown	Ill	Failed to arrive		9 60
Mar. 3, 1874	Shawneetown	Ill	do.		
Feb. 26; Mar. 3, 1874		Ill	Total failure		5 28
Feb. 14, 21; Mar. 7, 1874		Ill	do.		7 50
Jan. 22, 1874		Ill	do.		2 40
Jan. 24, 1874		Ill	do.		7 64
Feb. 14, 24, 1874		Ill	do.		5 20
Mar. 6, 20, 1874	Marion	Ill	Failed to arrive		3 20
Jan. 25; Feb. 21, 25; Mar. 7, 18, 21, 1874.		Ill	Lost 12 miles		12 00
Mar. 3, 7, 1874		Ill	Total failure		4 12
Jan. 28, 31; Feb. 4, 18, 25, 28; Mar. 4, 7, 11, 14, 18, 21, 1874.		Ill	Lost 5 miles		8 00
Jan. 27, 30; Feb. 24, 27; Mar. 10, 1874.	Mier	Ill	Failed to arrive		21 80
Mar. 19, 1874		Wis	Total failure		2 30
Mar. 19, 1874		Wis	do.		7 24
Jan. 1, 30, 1874		Wis	do.		4 16
Mar. 17, 1874		Wis	do.		1 80
Mar. 17, 1874	Evansville	Wis	Failed to arrive		2 31
Mar. 7, 17, 1874	Stoughton	Wis	do.		
Mar. 4, 18, 1874		Wis	Total failure		4 16
Mar. 18, 1874		Wis	do.		3 52
Mar. 17, 20, 24, 1874		Wis	do.		17 19
Jan. 30, 1874		Wis	do.		3 60
Mar. 7, 1874		Wis	do.		1 80
Mar. 19, 21, 1874		Wis	do.		5 12
Mar. 17, 21, 1874		Wis	do.		5 68
Mar. 7, 1874		Wis	do.		3 12
Mar. 7, 1874		Wis	do.		4 88
Mar. 7, 9, 1874		Wis	do.		20 00
Mar. 17, 20, 23, 27, 30, 1874		Wis	do.		24 30
Mar. 7, 1874		Wis	do.		1 28
Mar. 7, 9, 1874		Wis	do.		12 80
Mar. 7, 1874	Cassville	Wis	Failed to arrive		3 27
Mar. 2, 5, 9, 12, 16, 19, 23, 26, 30, 1874.	Winfield	La	do.		37 80
Mar. 23, 1874	Homer	La	do.		
Mar. 19, 1874	do	La	Wet mail	\$5 00	2 04
Jan. 3, 14, 17; Mar. 21, 1874	Marshall	Tex	Failed to arrive		27 00
Jan. 6, 20; Mar. 31, 1874	Burning Springs	W. Va	do.		13 80
Jan. 20, 1874	Glenville	W. Va	do.		
Jan. 17, 1874	Ripley's	W. Va	do.		3 80
Jan. 3, 17; Feb. 14, 1874	Moore's	W. Va	do.		
Jan. 6, 20, 1874	Arnoldsburgh	W. Va	do.		3 16
Jan. 20, 1874	Middleport	W. Va	Failed to arrive: traveled 28 miles.		2 52

*Fines imposed on contractors and deductions:*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
4213	Weston to Nicholas Court-House.....	Esaias Felty.....	\$1,860 00	45
4242	Saint George to Red Creek.....	Adam C. Minear.....	153 90	1 6
4245	Leadsville to Mouth of Seneca.....	Jesse Phares.....	200 00	1 2
4249	Huntersville to Bath Court-House.....	John F. Wanless.....	399 98	1 2
4249	do.....	do.....		
4254	Upper Tract to New Hampden.....	Jesse Landes.....	2 27	2 2
4254	do.....	do.....		
4287	Walton to Sissonville.....	St. Clair Hammack.....	199 00	1 2
4288	Braxton Court-House to Clay Court-House.....	Sylvester Sutton.....	189 00	1 2
4288	do.....	do.....		
4309	Fincastle to Blacksburg.....	James M. Figgat.....	234 50	2 2
4536	Shawsville to Simpson's.....	Bird Hall.....	64 49	2
4536	do.....	do.....		
11045	Fairfield to Mount Zion.....	William G. Baker.....	604 00	3 2
11109	Des Moines to Nevada.....	do.....	675 00	3 2
11225	Tama City to Brooklyn.....	do.....	438 01	2 2
13259	Campbell to Fergus Falls.....	William Owens.....	1,430 00	2 2
13259	do.....	do.....		
6027	Athens to Anderson Court-House.....	Isaham L. and J. G. McCurry.....	1,194 50	5 2
6042	Covington to Forsyth.....	A. H. Slaughter.....	1,187 00	5 2
6058	Sugar Valley to Pond Spring.....	John Leadbeater.....	208 00	2 2
6070	La Grange to Hamilton.....	Henry P. Pitchford.....	500 00	1 2
6070	do.....	do.....		
6090	do.....	do.....		
6090	Knoxville to Howard.....	Daniel Oxford.....	498 00	4 2
6094	Columbus to Lumpkin.....	Bragaw & Harris.....	869 00	4 2
6099	Americus to Lumpkin.....	do.....	940 00	4 2
6103	Blakely to Colquitt.....	Jordan Strickland.....	195 00	1 2
6136	Eaton to Monticello.....	Albert J. Talmadge.....	500 00	1 2
6138	Hawkinsville to Irwinesville.....	Bragaw & Harris.....	498 00	4 2
6138	do.....	do.....		
6138	do.....	do.....		
6138	do.....	do.....		
6139	Hawkinsville to Jacksonville.....	do.....	477 00	4 2
6161	Elberton to Abbeville.....	H. C. Edwards.....	474 00	4 2
6161	do.....	do.....		
6164	Henderson to Swansborough.....	R. J. Rugsby.....	300 00	2 2
6169	Bainbridge to Colquitt.....	John T. Walker.....	350 00	3 2
6171	Morgan to Colquitt.....	Wright Merritt.....	475 00	4 2
6178	Summerville to Chatanooga.....	A. A. Simmons.....	832 00	4 2
6185	Greenville to Chalybeate Springs.....	Able Greer.....	239 00	2 2
6185	do.....	do.....		
6187	Dahlonega to Morganton.....	J. H. Crawford.....	450 00	4 2
6204	Newton to Milford.....	William Jackson.....	150 00	1 4
6204	do.....	do.....		
6211	Tunnel Hill to Dirttown.....	William K. Vance.....	270 00	2 2
6236	Hornersville to Blount's Ferry.....	D. D. Smith.....	270 00	2 2
19	Augusta, Waldoborough, Warren.....	W. A. Frye.....	2,591 22	4 2
55	Exeter to Etta.....	S. G. Chadborn.....	449 00	2
55	do.....	do.....		
57	Bangor to Aurora.....	W. A. Frye.....	952 00	1 2
57	do.....	do.....		
58	Bangor, Ellsworth, Cherryfield.....	J. M. and J. M. Hole, Jr.....	3,375 00	\$1 71, 1 2
58	do.....	do.....		
59	Bangor to Castine.....	Charles Elliott.....	834 03	1 2
59	do.....	do.....		
59	do.....	do.....		
60	Bangor to Belfast.....	do.....	988 00	1 2
60	do.....	do.....		
60	do.....	do.....		
61	Bangor to North Bradford.....	Plummer & Wilson.....	650 00	1 2
63	Bangor to Dexter.....	William A. Frye.....	1,000 00	1 2
63	do.....	do.....		
63	do.....	do.....		
63	do.....	do.....		
65	Bangor, Monroe, Brooks.....	Charles Elliott.....	792 75	0 27, 0 22
66	Bangor to Charleston.....	S. D. Cushman.....	837 00	1 2
68	Frankfort to Belfast.....	Henry S. Parker.....	385 00	1 2
68	do.....	do.....		
70	Mattawamkeag to Patten.....	D. H. Heald.....	444 00	2
70	do.....	do.....		

made from their pay, &amp;c.—Continued.

APRIL 25, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 3, 1874	Nicholas C. H.	W. Va.	Failed to arrive		\$2 70
Quarter ending Mar. 31, 1874.	From Black Fork to Red Creek.	W. Va.	Failed to extend service		24 22
Dec. 4, 1873	Month of Seneca	W. Va.	Failed to arrive		1 92
Feb. 24; Mar. 2, 1874	Huntersville	W. Va.	do		
Feb. 20, 23; Mar. 2, 1874	Bath C. H.	W. Va.	do		9 60
Jan. 9, 10, 1874.	Upper Tract.	W. Va.	do		
Jan. 9, 1874	New Hampden	W. Va.	do		5 50
Jan. 2, 23, 1874.	Slasonville	W. Va.	do		3 82
Jan. 24, 1874.	Braxton C. H.	W. Va.	do		
Jan. 2, 23; Mar. 20, 1874.	Clay C. H.	W. Va.	do		7 24
April 20, 27; May 4, 11, 18, 25, 1861.	Fincastle	Va.	Failed to arrive and depart.		27 00
Jan. 7, 1874	Shawaville	Va.	Failed to arrive		1 24
Jan. 7, 1874	Simpson s.	Va.	do		
Mar. 3, 4, 1874		Iowa.	Total failure		3 80
Mar. 21, 1874	Des Moines.	Iowa.	Failed to arrive		3 24
Mar. 7, 1874		Iowa.	Made 10 miles only		2 45
Jan. 27, 1874.		Minn.	Total failure		
Month of March, 1874		Minn.	Service 3 times a week only		57 81
Mar. 23, 1874		Ga.	Failed on entire route		11 48
Feb. 6, 1874	Forsyth	Ga.	Failed to arrive		5 70
Mar. 20, 1874		Ga.	Failed on 23 miles of route		2 24
Jan. 7, 14, 1874	La Grange	Ga.	Failed to arrive		
Feb. 2, 23; Mar. 16, 18, 1874	Hamilton	Ga.	do		20 80
Mar. 23, 1874	do	Ga.	Failed on entire route		
Mar. 20, 28, 1874		Ga.	do		18 84
Mar. 17, 1874	Lumpkin	Ga.	Failed to arrive		4 17
Mar. 16, 1874		Ga.	Failed on entire route		9 02
Mar. 13, 1874		Ga.	do		3 74
Feb. 6; Mar. 16, 1874		Ga.	do		6 40
Jan. 3, 1874	Irwinsville	Ga.	do		
Jan. 10, 17, 1874.	do	Ga.	Failed to arrive		32 40
Feb. 13, 1874		Ga.	Failed on 42 miles		
Mar. 19, 1874		Ga.	Failed on 46 miles		
Jan. 2, 9, 16; Mar. 20, 1874.		Ga.	Failed on entire route		27 48
Jan. 7, 1874	Abbeville.	Ga.	Failed to arrive		31 85
Feb. 4, 26; Mar. 18, 1874.		Ga.	Failed on entire route		
Mar. 20, 1874		Ga.	do		5 76
Mar. 25, 1874		Ga.	do		6 72
Mar. 10, 17, 1874		Ga.	do		18 24
Mar. 20, 1874		Ga.	do		8 00
Jan. 31, 1874	Chalybeate Sp'gs	Ga.	Failed to arrive		4 58
Feb. 1, 1874	Greenville	Ga.	do		
Mar. 1874	Dahlonega	Ga.	do		4 32
Mar. 20, 1874		Ga.	Failed on entire route		
Mar. 27, 1874	Milford	Ga.	Failed to arrive		4 32
Mar. 20, 1874	Dirttown	Ga.	do		2 51
Feb. 18, 1874		Ga.	Failed on entire route		5 02
Feb. 4, 1874.		Me.	Failed totally		8 00
Feb. 3, 1874.	Exeter.	Me.	Failed to arrive		
Feb. 14, 1874		Me.	Failed totally		2 16
Jan. 14, 1874	Aurora	Me.	Failed to arrive		
Feb. 4, 5, 6, 7, 14, 1874		Me.	Failed totally		16 72
Feb. 4, 1874.	Cherryfield, Ellsworth.	Me.	Failed to arrive		
Feb. 4, 5, 1874.	Bangor, Ellsworth	Me.	Failed totally		10 78
Feb. 4, 1874.		Me.	do		
Feb. 5, 1874.	Bangor	Me.	Failed to arrive		6 65
Feb. 13, 14, 1874.	Castine	Me.	do		
Feb. 5, 1874	Bangor	Me.	Failed to depart		
Feb. 3, 1874	Belfast	Me.	Failed to arrive		6 32
Feb. 4, 1874.		Me.	Failed totally		
Feb. 4, 5, 6, 7, 14, 1874		Me.	do		10 40
Jan. 16, 1874	Bangor	Me.	Failed to depart		
Feb. 4, 1874	do	Me.	Failed to arrive		
Feb. 4, 6, 1874.	Dexter	Me.	Failed to depart		9 60
Feb. 14, 1874	do	Me.	Failed to arrive		
Feb. 4, 5, 1874.		Me.	Lost 1½ and 1 trips.		3 36
Feb. 4, 5, 1874.		Me.	Lost 1½ trips.		4 71
Feb. 4, 1874.		Me.	Failed totally		3 69
Feb. 5, 1874.	Frankfort	Me.	Failed to arrive		
Jan. 14, 15, 1874.		Me.	Failed totally		6 39
Feb. 3, 5, 6, 7, 1874.	Patten	Me.	Failed to arrive		

*Fines imposed on contractors and deduction*

WEEK ENDING SATURDAY

No. of route.	Terminal of route.	Contractor's name.	Annual compensation.	Half trip.
78	North Penobscot to Sedgwick .....	E. G. Giles .....	\$570 00	20 C.
71	Lincoln, Springfield, Topsfield .....	F. B. Moody .....	850 00	5
81	Ellsworth to Stockton .....	J. M. and J. M. Hole, jr. ....	598 00	1 H.
81	do .....	do .....		
84	Ellsworth to Great Pond .....	Monroe Young .....	1,047 00	3 5
84	do .....	do .....		
86	Ellsworth to Cherryfield .....	W. B. Mitchell .....	847 00	1 L.
86	do .....	do .....		
87	West Trenton to Bar Harbor .....	John Harden .....	760 00	1 5
89	Cherryfield to Eastport .....	F. J. Littlefield .....	2,200 00	3 5
91	Columbia to Jonesport .....	J. W. Peaseley .....	500 00	4
91	do .....	do .....		
92	Machias to Machiasport .....	Matthew Clare .....	250 00	0
93	East Machias to Lubec .....	W. A. Frye .....	800 00	1 5
96	Eastport to Calais .....	John Grafton .....	695 00	1 H.
96	do .....	do .....		
97	Dennysville to Calais .....	J. D. Allen .....	697 00	1 H.
99	Princeton to Houlton .....	F. J. Littlefield .....	2,790 20	4 C.
109	Belfast, Albion, Fairfield .....	Charles B. Wellington .....	969 00	\$2 11, 0 0
109	do .....	do .....		
111	Rockland, Camden, Belfast .....	L. J. Dean .....	955 00	0 20, 0 5
113	Camden to Searsmont .....	V. D. Pinkham .....	380 00	1 2
113	do .....	do .....		
116	New Castle to Pemaquid .....	W. M. Boyd .....	623 00	1 0
117	Wiscasset to Hodgdon's Mills .....	William A. Frye .....	600 00	2
118	Bath to Small Point .....	James Jewell .....	450 00	1 H.
119	Dresden Mills to Richmond .....	Richard Gage .....	160 00	5
120	Richmond to Litchfield Plains .....	F. J. Toothaker .....	405 81	6
120	do .....	do .....		
121	Gardiner, Alna, New Castle .....	William A. Frye .....	900 00	1 03, 0 0
121	do .....	do .....		
127	Portland to Chebeague Island .....	Richard Gage .....	520 00	1 1
134	Waterborough Centre, Limerick, Newfield .....	Henry Pennell .....	394 70	6
134	do .....	do .....		
148	South Paris, Bridgeton, Brownfield .....	George R. Kimball .....	699 00	0 26, 0 5
156	Auburn to Livermore Centre .....	F. J. Merrill .....	1,194 00	1 31
157	Auburn to Livermore .....	George R. Kimball .....	395 00	6
161	Strickland's Ferry to Dixfield .....	C. C. Ellis .....	775 00	1 13, 0 0
163	North Jay, Dixfield, Bryant's Pond .....	G. Ellis .....	650 00	0 55, 0 30
163	do .....	do .....		
4253a	Luney's Creek to Mouth of Seneca .....	Abram Landes .....	145 00	1 2
4309b	Fincaastle to Blacksburgh .....	James M. Figgat .....	226 00	

WEEK ENDING SATURDAY

165	Mexico to Byron .....	W. E. Knapp .....	\$198 00	30 30
168	Sargentsville to Green's Landing .....	John Weed .....	795 00	1 5
168	do .....	do .....		
174	Porter, Parsonfield, East Wakefield Depot .....	Henry Pennell .....	390 00	\$0 36 0 5
182	Machias to Calais .....	J. D. Allen .....	933 00	2 9
184	Bucksport to Penobscot .....	James Grindle .....	424 00	6
187	Bath to Georgetown .....	Richard Gage .....	300 00	1 0
188	West Pembroke to South Robbinston .....	S. H. Jones .....	496 00	7
188	do .....	do .....		
189	Mount Desert to Southwest Harbor .....	S. G. Chadborn .....	899 00	1 4
189	do .....	do .....		
196	South Brooksville to North Brooksville .....	S. Grindle .....	220 00	7
197	Penobscot to Sargentsville .....	William A. Frye .....	600 00	
203	East Sangerville to Dover .....	S. D. Cushman .....	295 00	9
212	Winter Harbor to West Goldsborough .....	C. Stevens .....	450 00	1 4
277	Candia to Deerfield .....	H. B. Marden .....	364 00	2

a Remit \$1.39, the deduction reported to Auditor February 14, 1874. It now appears that there was  
 b (Old.) Release suspension of pay. Pay suspended May 4, 1861.



*made from their pay, &c.*—Continued.

APRIL 25, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Feb. 4, 5, 6, 1874.		Me	Failed totally		\$5 46
Jan. 8, 13, 29; Feb. 3, 5, 10, 12, 14; Mar. 5, 19, 21, 24, '74	Topsfield	Me	Failed to arrive		10 78
Feb. 4, 1874.	Ellsworth.	Me	do		3 82
Feb. 5, 1874.	do	Me	Failed to depart		
Feb. 5, 1874.	do	Me	Failed to arrive		6 70
Feb. 6, 1874.	do	Me	Failed to depart		
Feb. 4, 5, 1874.		Me	Failed totally		6 75
Feb. 6, 1874.	Ellsworth.	Me	Failed to depart		
Feb. 4, 1874.		Me	Failed totally		2 42
Feb. 4, 5, 1874.		Me	do		14 08
Jan. 26, 27, 1874.	Jonesport.	Me	Failed to arrive		
Feb. 4, 6, 14, 1874.		Me	Failed totally		6 40
Jan. 26; Feb. 4, 5, 11, 1874		Me	do		3 20
Feb. 4, 5, 6, 14, 1874.		Me	do		10 24
Feb. 4, 1874.	Calais.	Me	Failed to arrive		3 33
Feb. 3, 13, 1874.	Grafton.	Me	do		
Feb. 3, 5, 1874.	Dennysville.	Me	do		2 22
Feb. 4, 5, 13, 1874.	Princeton.	Me	do		13 41
Feb. 4, 1874.		Me	Failed totally		
Feb. 5, 1874.	Fairfield.	Me	Failed to arrive		3 09
Feb. 3, 4, 1874.	Between Camden and Belfast.	Me	Failed to perform service.		2 40
Feb. 5, 1874.	Searsport.	Me	Failed to arrive		2 46
Feb. 4, 1874.	do	Me	Failed to depart.		
Feb. 3, 4, 11, 1874.	Pemaquid	Me	Failed to arrive		3 00
Feb. 1874.		Me	Failed totally twice		1 92
Feb. 4, 1874.	Bath	Me	Failed to arrive		1 44
Feb. 1; Mar. 20, 1874.	Dresden Mills	Me	do		1 02
Jan. 15, 1874.		Me	Failed totally		2 60
Feb. 4, 6, 1874.	Litchfield Plains	Me	Failed to arrive		
Feb. 3, 1874.	Between Alna and New Castle.	Me	Failed to perform service.		2 43
Jan. 6; Feb. 5, 1874.	New Castle	Me	Failed to arrive		
Jan. 9, 21, 1874.	Chebeague Isl'd.	Me	do		3 32
Jan. 17; Feb. 3, 1874.	Newfield.	Me	do		11 97
From Feb. 21 to 28 and month of March, 1874.	Bet. Limerick and Newfield.	Me	No service.		
Mar. 21, 28, 1874.	Brownfield	Me	Failed to arrive		1 00
Jan. 18; Feb. 3, 5; Mar. 19, 1874.	Livermore Centre	Me	do		7 64
Feb. 3, 5, 1874.	Livermore	Me	do		1 28
Jan. 17, 18, 1874.	Dixfield.	Me	do		2 26
Jan. 17, 1874.	do	Me	Failed both parts of route		2 40
Jan. 14; Feb. 6, 1874.	North Jay	Me	Failed to arrive		

MAY 2, 1874, INCLUSIVE.

Feb. 6, 1874.		Me	Failed totally		\$1 80
Feb. 3, 4, 5, 6, 1874.		Me	do		11 43
Mar. 24, 1874.	Green's Landing	Me	Failed to arrive		
Feb. 3, 5; Mar. 18, 1874.	Porter	Me	do		1 56
Feb. 4, 1874.		Me	Failed totally		5 92
Feb. 4, 5, 14, 1874.		Me	do		4 02
Feb. 5, 1874.		Me	do		2 00
Jan. 14; Feb. 2, 3, 4, 17, 18, 1874.	West Pembroke.	Me	Failed to arrive		
Feb. 4, 5, 1874.	South Robbin- ton.	Me	do		6 32
Feb. 4, 14, 1874.	Mount Desert.	Me	do		
Feb. 4, 1874.	Southwest Har- bor.	Me	do		4 32
Jan. 10, 1874.		Me	Wet mail.	\$1 00	
Feb. 4, 14, 1874.		Me	Failed totally.		3 96
Feb. 4, 1874.		Me	do		1 82
Feb. 5, 1874.		Me	do		2 88
Feb. 4, 1874.		N. H.	do		1 16

failure December 4, 1873.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
315	East Wakefield Depot to East Madison..	J. L. Drake .....	\$1,303 79	\$2 09
813	Newport to Block Island .....	A. D. Mitchell .....	575 00	2 20
813	.....do .....	.....do .....		
813	.....do .....	.....do .....		
4159	Logan Court-House, Oceana, Raleigh Court-House.	George W. Harper .....	517 32	\$1 54, 1 71
4423	Fredericksburgh to Orange Court-House	Henry A. M. Bartley .....	840 00	2 00
4423	.....do .....	.....do .....		
4431	Warsaw to Kilmarnock .....	Rodham C. Hammack .....	649 00	3 12
4432	.....do .....	Robert H. Pratt .....	500 00	2 40
4469	Smithfield to Zuni Station .....	James A. Stott .....	329 00	62
4469	.....do .....	.....do .....		
4474	Stony Creek Warehouse to Goodwynsville	Lucinda Hitchcock .....	300 00	1 44
4474	.....do .....	.....do .....		
4486	Spout Spring to Hat Creek .....	C. W. Hunter .....	300 00	1 44
4498	Talcott, Barnesville, Boynton .....	Edward S. Rolfe .....	1,468 00	2 33
4500	Barnesville to Clarksville .....	George N. Wells .....	950 00	1 52
4500	.....do .....	.....do .....		
4513	Liberty to Charlemont .....	William B. Henry and W. H. Pears .....	299 00	1 43
4535	Newport to Pearlsburgh .....	Andrew Caldwell .....	240 00	1 13
4542	Floyd Court-House to Stone Mountain .....	Thomas Lancaster .....	170 00	1 63
4542	.....do .....	.....do .....		
4546	Newa Ferry to Cunningham's Store .....	John W. Burton .....	190 50	91
4546	.....do .....	.....do .....		
4516	Liberty to Stewartville .....	James L. Patterson .....	225 00	1 08
4516	.....do .....	.....do .....		
4519	Fancy Grove to Berger's Store .....	William B. Henry and W. H. Pears .....	200 00	1 22
4528	Rocky Mount to Floyd Court-House .....	Thomas Lancaster .....	442 00	2 12
4532	Danville to Rocky Mount .....	John Lee Anglin .....	850 00	4 00
4532	.....do .....	.....do .....		
4555	Martinsville to Patrick Court-House .....	John Stoops .....	249 00	2 30
4555	.....do .....	.....do .....		
4561	Nuckollsville, Oldtown, Elk Creek .....	Samuel Glade .....	75 00	72
4561	.....do .....	.....do .....		
4561	.....do .....	.....do .....		
4559	Patrick Court-House to Floyd Court-House.	Moses P. Jefferson .....	137 94	1 51
4564	Hillsville to Nuckollsville .....	Thomas Oglesby .....	129 00	1 24
4565	Abingdon to Rye Valley .....	Granville Griffiths .....	219 00	2 10
4565	.....do .....	.....do .....		
4566	Abingdon, Estillville, Cumberland Gap .....	J. Aker Hagy .....	1,630 82	2 28, 4 26
4566	.....do .....	.....do .....		
4566	.....do .....	.....do .....		
4566	.....do .....	.....do .....		
4566	.....do .....	.....do .....		
4566	.....do .....	.....do .....		
4568	Abingdon, Lebanon, Tazewell Court-House.	Garland S. Bruce .....	944 42	\$ 57, 2 19
4575	Lebanon to Pattonville .....	.....do .....	339 00	3 26
4575	.....do .....	.....do .....		
4576	Lebanon to Piketon .....	Thomas J. Dickinson .....	543 40	5 21
4582	Tazewell Court-House to Marion .....	C. H. Lynch .....	425 00	1 26
4582	.....do .....	.....do .....		
7504	Memphis to White River .....	Memphis and Vicksburgh Packet Company.	21,500 00	64 91
7510	Jacksonport to Pocahontas .....	M. R. Harvey .....	5,000 00	24 04
7510	.....do .....	.....do .....		
8542	New Braunfels to Blanco .....	Adolph Jonas .....	750 00	1 21

made from their pay, &amp;c.—Continued.

MAY 2, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 14, 33; Feb. 3, 4, 1874	East Madison	N. H.	Failed to arrive		\$8 36
Feb. 2, 9, 29; Mar. 6, 13, 19, 23, 1874	New Shoreham	R. I.	do		
Feb. 12; Mar. 11, 1874	do	R. I.	Failed to depart		30 80
Feb. 4, 5, 1874	Newport	R. I.	Failed to arrive		
Jan. 1; Mar. 19, 1874	Logan Court-House	W. Va.	do		3 08
Feb. 2, 1874	Fredericksburgh	Va.	do		
Mar. 18, 1874	do	Va.	Lost mail bag	\$20 00	2 69
Feb. 28, 1874	Kilmarnock	Va.	Failed to arrive		3 12
Feb. 28, 1874	do	Va.	do		2 40
Feb. 3; Mar. 17, 1874	Smithfield	Va.	do		
Feb. 3; Mar. 17, 1874	Zuni Station	Va.	do		2 48
Feb. 3, 1874	Stony Creek	Va.	do		
Feb. 3, 1874	Warehouse				2 88
Feb. 3, 1874	Goodwynville	Va.	do		
Jan. 7, 1874	Spout Spring	Va.	do		1 44
Jan. 5, 1874	Boydton	Va.	do		2 35
Jan. 7, 8, 9; Feb. 3; Mar. 7, 1874	Barnesville	Va.	do		15 20
Jan. 7, 8, 9; Feb. 3; Mar. 7, 1874	Clarksville	Va.	do		
Jan. 7, 1874	Liberty	Va.	do		1 43
Jan. 17, 1874	Pearisburgh	Va.	Failed to arrive; traveled 4 miles.		1 94
Feb. 9, 1874	Floyd Court-House	Va.	Failed to arrive		3 26
Feb. 9, 1874	Stone Mountain	Va.	do		
Jan. 7, 1874	Newa Ferry	Va.	do		
Jan. 7, 1874	Cunningham's Store		do		1 82
Jan. 7, 1874	Liberty	Va.	do		
Jan. 7, 1874	Stewartville	Va.	do		2 16
Jan. 9, 16, 1874	Berger's Store	Va.	Failed to arrive; traveled 13 miles each time.		2 68
Feb. 17, 1874	Rocky Mount	Va.	Failed to arrive		2 12
Jan. 10, 1874	Danville	Va.	do		
Jan. 9, 30, 1874	Rocky Mount	Va.	do		12 24
Jan. 1, 1874	Martinsville	Va.	do		
Jan. 1, 1874	Patrick Court-House		do		4 78
Jan. 2, 1874	Nuckollsville	Va.	do		
Mar. 27, 1874	Oldtown	Va.	To be called for		3 60
Jan. 2, 16; Mar. 27, 1874	Elk Creek	Va.	Failed to arrive		
Jan. 7, 1874	Floyd Court-House	Va.	do		2 16
Jan. 7, 1874	Nuckollsville	Va.	Failed to arrive; traveled 3 miles.		2 08
Jan. 16, 1874	Abingdon	Va.	Failed to arrive		
Jan. 17, 1874	Rye Valley	Va.	do		4 80
Jan. 13, 17, 24, 31, 1874	Abingdon	Va.	do		
Jan. 16, 23, 1874	Estillville from Abingdon.	Va.	do		
Feb. 7, 1874	do	Va.	Wet mail	5 00	24 68
Mar. 20, 1874	Estillville from Cumberland Gap.		Failed to arrive		
Jan. 2, 1874	Cumberland Gap		do		
Mar. 19, 23, 1874		Va.	Wet and damaged mail	5 00	
Feb. 6, 1874	Lebanon	Va.	Failed to arrive		
Jan. 16, 23, 30; Mar. 12, 19, 26, 1874	Patonsville	Va.	do		22 82
Jan. 2, 1874	Piketon	Va.	do		5 21
Feb. 3, 26, 1874	Tazewell Court-House	Va.	do		6 80
Feb. 4, 25; Mar. 20, 1874	Marion	Va.	do		
April 14, 1874	Halsteadville	Ark.	Failed to supply	10 00	
Mar. 9, 12, 1874	Jacksonport	Ark.	Failed to depart		96 16
Mar. 11, 14, 1874	do	Ark.	Failed to arrive		
Mar. 24, 1874	Blanco	Tex.	do		7 21

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
8714	Greenville to Cooper .....	M. S. Ward .....	\$360 00	\$3 46
8714	do .....	do .....		
7101	Grenada to Hohenlinden .....	H. G. Barber .....	524 23	5 04
7037	Tacaluche to Cornersville .....	C. McKay .....	199 00	2 95
7164	Faulding to Pineville .....	A. J. & C. H. Hyde .....	275 00	2 64
5618	Georgetown to Kingston .....	E. T. Clemmons .....	1,789 00	5 76
5619	Marion to Bennettsville .....	L. B. Crews .....	500 00	4 70
5632	Lancaster to Camden .....	William A. Rogers .....	569 00	5 47
5637	Chester to Landsford .....	John H. Dixon .....	368 00	3 54
5638	Yorkville to Spartanburgh .....	D. Smith Peeler .....	375 00	3 52
5638	do .....	do .....		
5639	Yorkville to Cross Anchor .....	John L. Miller .....	470 00	4 52
5656	Anderson to Carnesville .....	William Holmes .....	295 00	2 73
5672	Abbeville to Elberton .....	John H. Dixon .....	440 00	4 23
5676	Lexington Court-House to Mount Willing .....	do .....	343 00	3 25
5678	Johnson's Depot to Newberry Court-House .....	do .....	398 00	3 22
5679	Steedman's Store to Rish's Store .....	J. W. Lowman .....	48 00	46
5715	Yorkville to Charlotte .....	Miles Johnson .....	270 00	2 59
5715	do .....	do .....		
10561	Bethany to Jameson .....	U. E. Fisher .....	291 00	1 42
10561	do .....	do .....		
10561	do .....	do .....		
10567	Saint Joseph to Albany .....	S. P. Wheeler .....	2,109 40	3 37
10569	Savannah to Grant City .....	C. A. Clark .....	1,621 30	5 19
10569	do .....	do .....		
10574	Allendale to Maryville .....	J. G. H. Crecelius .....	1,029 50	3 49
10579	Phelps City, Rockport, Maryville .....	John E. Kemp .....	1,266 50	\$4 31, 60
10579	do .....	do .....		
10579	do .....	do .....		
10582	Watson to Peru, Nebr. .....	Moses H. Thompson .....	467 00	74
10582	do .....	do .....		
10589	Wentzville, Troy, Louisiana .....	Jacob Hartman .....	1,028 00	0 87, 1 57
10589	do .....	do .....		
10593	Troy to Ashley .....	R. H. T. Gatewood .....	473 00	2 27
10594	Troy to Lost Branch .....	do .....	193 00	1 85
10599	Danville to Loutre Island .....	George W. McCarty .....	208 00	2 00
10600	Wellsville to Hannibal .....	James D. Frier .....	3,643 00	5 63
10605	Mexico to Spencerburgh .....	Peter Gardiner .....	689 06	3 31
10605	do .....	do .....		
10606	Mexico to Paris .....	Daniel Wyman .....	575 00	1 24
10606	do .....	do .....		
10610	Fulton, Williamsburgh, Montgomery City .....	William L. Gatewood .....	430 00	1 25, 85
10670	Marshall to Waverly .....	H. M. Vaile .....	2,460 00	3 54
10690	Harrisonville to La Cygne .....	do .....	1,110 00	3 52
10690	do .....	do .....		
10724	Greenfield to Bolivar .....	do .....	690 00	2 21
10735	Springfield to Hartville .....	do .....	930 00	4 56
10808	Independence to New Santa Fe .....	do .....	460 02	1 47
10818	Albany to Leon, Iowa .....	do .....	2,277 90	3 65
10818	do .....	do .....		
10834	Holden to Butler .....	do .....	1,125 00	3 60
10895	Harrisonville to Clinton .....	do .....	1,110 00	3 52
320	Meredith Village, Centre Harbor, West Ossipee with branch .....	Joseph Q. Roles .....	822 57	1 32
320	do .....	do .....		
320	do .....	do .....		

made from their pay, &amp;c.—Continued.

MAY 2, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Mar. 6, 1874	Greenville	Texas	Failed to arrive	}	\$7 92
Mar. 7, 1874	Cooper	Texas	do		
Jan. 13; Mar. 31, 1874	Hohenlinden	Miss.	do		10 08
Feb. 28; Mar. 21, 1874	Cornersville	Miss.	do		1 90
Jan. 7, 14; Feb. 11, 18; Mar. 11, 18, 25, 1874	Pineville	Miss.	do		18 48
Jan. 2; Feb. 15, 1874	Georgetown	S. C.	Failure to arrive		11 52
Jan. 22; Feb. 8, 1874		S. C.	Failure on entire route		19 20
Feb. 4, 1874	Lancaster	S. C.	Failure to arrive		5 48
Feb. 20, 1874	Chæster	S. C.	do		3 54
Jan. 1, 1874	Yorkville	S. C.	do	}	10 56
Mar. 12, 26, 1874	Spartanburgh	S. C.	do		
Mar. 7, 28, 1874	Yorkville	S. C.	do		9 04
Feb. 2; Mar. 16, 23, 1874		S. C.	Failure over 28 miles of route.		11 76
Feb. 6, 1874		S. C.	Failure over 27 miles of route.		5 94
From Mar. 31, 1873, to Mar. 31, 1874		S. C.	Failure on 8 miles of route		79 04
Feb. 7, 1874	Johnston's Depot	S. C.	Failure to arrive		3 82
Mar., 1874		S. C.	Failure of 2 trips		1 84
Mar. 3, 1874		S. C.	Failure on entire route	}	8 68
Feb. 27, 1874		S. C.	Failure on 21 miles of route		
Jan. 13, 14, 22, 28, 1874	Bethany	Mo.	Failed to arrive	}	7 10
Jan. 20, 28, 1874	Jameson	Mo.	do		
Jan. 22, 28, 1874	do	Mo.	Performed 5 miles and return.		
Mar. 6, 7, 1874	Between Albany and King City.	Mo.	Failed on 20 miles each way.		2 62
Jan. 7, 1874	Between Savannah and Mount Pleasant.	Mo.	Failed on 37 miles each way.		
Jan. 27, 1874	Between Grant City and Higginsville.	Mo.	Failed on 14 miles each way.		9 71
Mar. 31, 1874	Allendale	Mo.	Failed to arrive		3 49
Mar. 30, 1874	Rockport from Phelps City.	Mo.	do		
Mar. 20, 31, 1874	Rockport from Maryville.	Mo.	do		9 26
Mar. 5, 1874	Maryville	Mo.	do		
Mar. 6, 1874	Watson	Mo.	do	}	1 48
Mar. 6, 1874	Peru	Mo.	do		
Mar. 31, 1874	Troy	Mo.	do	}	4 65
Jan. 23; Mar. 27, 1874	Louisiana	Mo.	do		
Jan. 23; Feb. 13; Mar. 31, 1874	Troy	Mo.	do		6 81
Feb. 23, 1874	Lost Branch	Mo.	do		1 85
Jan. 27, 1874	Loutre Island.	Mo.	do		2 00
Mar. 9, 16, 1874	Between Hannibal and Frankford.	Mo.	Failed 17 miles each way.		5 20
Jan. 23; Mar. 31, 1874	Mexico	Mo.	Failed to arrive	}	6 62
Jan. 21, 1874	Spencerburgh	Mo.	do		
Jan. 21, 23, 1874	Mexico	Mo.	do	}	7 36
Jan. 22, 24, 1874	Paris	Mo.	do		
Feb. 13, 1874	Fulton	Mo.	do		1 25
Feb. 12, 13, 24; Mar. 30, 1874	Waverly	Mo.	do		11 52
Feb. 12; Mar. 31, 1874	Harrisonville	Mo.	do	}	14 08
Jan. 21; Feb. 13, 1874	La Cygne	Kans.	do		
Mar. 31, 1874	Greenfield	Mo.	do		2 21
Mar. 31, 1874	Hartville	Mo.	do		4 56
Feb. 6, 1874	New Santa Fé	Mo.	do		1 47
Jan. 27; Mar. 2, 1874	Albany	Mo.	do	}	35 65
From Nov. 20, 1873, to March 31, 1874	Akron	Mo.	Failed to supply.		
Jan. 21, 1874	Butler	Mo.	Failed to arrive; made 16 miles.		4 52
Jan. 21, 1874	Harrisonville	Mo.	Failed to arrive		3 52
Month of Jan., 1874		N. H.	Only 3 times a week service.	}	8 20
Jan. 15, 1874	Moultonborough	N. H.	Failed to arrive		
Jan. 14, 1874	do	N. H.	Failed to depart.		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
323	Lower Bartlett to Jackson .....	Thomas Perkins .....	\$178 00	\$1 42
323	do .....	do .....		
323	do .....	do .....		
337	Rochester to Centre Barnstead .....	Charles B. Leavitt .....	332 00	1 06
337	do .....	do .....		
415	Montpellier to Morrisville .....	Tupper & Robinson .....	584 00	1 92
415	do .....	do .....		
416	Montpellier to Wolcott .....	J. Q. Adams .....	700 00	2 24
420	Jonesville to Waterville .....	Rogers & Stuart .....	792 00	2 22
424	Essex Junction to Johnson .....	Tupper & Robinson .....	790 00	1 26
431	Saint Albans to Bakersfield .....	do .....	674 00	1 08
427	Georgia Depot, Fairfax, Westford .....	P. Spencer .....	575 00	\$0 30, 30
436	Johnson, Troy, Newport, Johnson, Lowell, North Troy .....	Hiram Hill .....	1,397 00	2 54, 85 1 81, 1 71
436	do .....	do .....		
436	do .....	do .....		
436	do .....	do .....		
444	Lyndonville to Island Pond .....	Silas Wheeler .....	1,155 00	1 85
450	Saint Johnsbury to Littleton .....	A. E. Blodgett .....	700 80	1 12
451	Waterford to Concord .....	Hiram Hill .....	167 00	53
451	do .....	do .....		
496	Montgomery Centre to Eden .....	Delphna Gate .....	144 00	1 36
630	New Bedford to Edgartown .....	New Bedford, Vineyard, and Nantucket Steamboat Company .....	1,780 00	2 20
690	do .....	do .....		
714	Hosac Tunnel to North Adams .....	Fitchburgh Railroad Company .....	791 60	1 70
724	North Falmouth to Waquoit .....	J. C. Jones .....	574 00	92
724	do .....	do .....		
918	Hartford to Marlborough .....	W. W. Bacon .....	930 60	1 50
918	do .....	do .....		
955	Seymour to Hotchkissville .....	Clark Davis .....	850 00	1 36
960	Winsted to Lee .....	W. E. Boies .....	1,845 00	2 25
961	Litchfield to Litchfield Station .....	H. E. Boies .....	223 00	36
963	Litchfield to Cornwall Bridge .....	R. Parmlee .....	700 00	1 12
963	do .....	do .....		
964	Goshen to West Cornwall .....	W. E. Boies .....	570 00	91
7219	Iuka to Pikeville .....	H. S. Brooks .....	825 00	7 93
7219	do .....	do .....		
4418	Norfolk to Eastville .....	Old Dominion Steamship Company .....	3,500 00	11 21
11338A	Carroll City to Sac City .....	William Simpson .....	750 00	2 41
938	Norwich to Westerly .....	George Weatherhead .....	1,169 00	1 20
7056	Fulton to Pikeville .....	J. J. Hinds .....	540 00	5 19
7539	Gainesville to Pocahontas .....	John G. Lockheart .....	1,007 00	3 22
7539	do .....	do .....		
7541	Pocahontas to Thomasville .....	Samuel O. Buckley .....	535 00	5 14
7640	Batesville to Pocahontas .....	Mount & Thompson .....	1,997 00	6 40
7649	do .....	do .....		
10612	Readsville to Fulton .....	John M. Menefee .....	325 00	1 50
10647	Cedar City to Columbia .....	H. L. Benape .....	1,136 84	1 22
10648	Jefferson City to Rolla .....	Adam Miller and S. B. Thompson .....	1,180 00	5 67
10649	Jefferson City to Tuscumbia .....	J. G. Lurton .....	1,399 50	2 24
10652	Tuscumbia to Richland .....	Joseph Patterson .....	1,317 00	2 11
10671	Lamonte to Sigel .....	S. J. Reynolds .....	252 00	1 14
10673	Warrensburg to Lexington .....	J. Park Wiley .....	896 00	3 27
10675	Richmond to Hamilton .....	M. T. Green .....	847 00	2 71
10676	Lexington to Pleasant Hill .....	William McCormack .....	900 00	2 22
10676	do .....	do .....		
10683	Osceola to Hermitage .....	Gideon Summers .....	335 00	1 71
10683	Osceola to Stockton .....	R. F. & W. C. Kennedy .....	270 00	2 59
10685	do .....	do .....		

made from their pay, &amp;c.—Continued.

MAY 2, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
From Dec. 20, 1873, to Jan. 15, 1874.	.....	N. H.	Failed to commence 6 times a week service.	}	\$6 72
Feb. 4, 1874.	Lower Bartlett.	N. H.	Failed to arrive		
Feb. 5, 1874.	do	N. H.	Failed to depart	}	2 12
Feb. 10, 1874.	Centre Barnstead	N. H.	Failed to arrive		
Feb. 11, 1874.	do	N. H.	Failed to depart	}	3 84
Jan. 8, 1874.	Morrisville	Vt.	Failed to arrive		
Jan. 9, 1874.	do	Vt.	Failed to depart	}	2 24
Jan. 8, 1874.	Montpelier	Vt.	Failed to arrive		
Jan. 9, 1874.	Jonesville	Vt.	do	}	2 02
Mar. 13, 1874.	Johnson	Vt.	do		1 26
Mar. 5, 1874.	Saint Albans	Vt.	do	}	1 08
Feb. 3, 11, 12; Mar. 4, 5, 1874.	Fairfax	Vt.	do		1 50
Jan. 8, 12; Feb. 2, 3, 11, 13, 14, 1874.	Troy	Vt.	Failed to arrive; 6 times a week service.	}	
Jan. 8, 1874.	do	Vt.	Failed to arrive; 3 times a week service.		
Mar. 5, 1874.	Lowell	Vt.	Failed to arrive; 6 times a week service.	}	10 90
Month of Jan., 1874.	Newport	Vt.	Failed to connect 9 times		
Jan. 7, 1874.	Lyndonville	Vt.	Failed to arrive	}	1 85
Mar. 4, 5, 1874.	Waterford	Vt.	Failed totally		4 48
Feb. 12, 19; Mar. 10, 20, 28, 1874.	Concord	Vt.	do	}	9 54
Feb. 5, 7, 12, 14, 26, 28; Mar. 3, 10, 12, 17, 24, 26, 28, 1874.	do	Vt.	Failed totally		2 76
Mar. 11, 1874.	New Bedford	Mass.	Failed to arrive	}	5 60
Jan. 20, 1874.	Edgartown	Mass.	do		
Mar. 23, 1874.	do	Mass.	Failed totally	}	10 20
Mar. 10, 14, 18, 1874.	Waquoit	Mass.	Failed to arrive		
Feb. 3, 1874.	do	Mass.	Failed to extend service	}	16 87
From Feb. 13 to Apr. 8, 1874.	Marlborough	Conn.	Failed to arrive		
Jan. 9, 1874.	do	Conn.	Failed to depart	}	6 00
Feb. 3, 1874.	do	Conn.	Failed totally		2 72
Jan. 8, 1874.	Winsted	Conn.	Failed to arrive and depart	}	5 90
Jan. 7, 1874.	Litchfield	Conn.	Failed to arrive		1 08
Jan. 7, 8, 1874.	do	Conn.	do	}	3 36
Jan. 7, 1874.	Cornwall Bridge	Conn.	do		1 82
Jan. 4, 8, 1874.	Goshen	Conn.	do	}	28 62
Mar. 7, 13, 20, 27, 1874.	Miss	Miss.	Failed respectively on 6, 6, 23, and 23 miles.		
Feb. 12, 19, 1874.	Pikeville	Miss.	Failed to arrive	}	11 21
Feb. 20, 1874.	Norfolk	Va.	do		
Feb. 6; Mar. 23, 1874.	Sac City	Iowa	do	}	4 80
Jan. 14, 1874.	Westerly	Conn.	Failed to arrive; left mail in a livery stable.		1 90
Quarter ending Mar. 31, 1874.	Miss	Miss.	Failed totally		180 00
Mar. 7, 10, 1874.	Gainesville	Ark.	Failed to arrive	}	16 10
Mar. 7, 9, 10, 1874.	Pocahontas	Ark.	do		5 14
Mar. 7, 1874.	Thomasville	Ark.	do	}	25 60
Mar. 7, 21, 1874.	Batesville	Ark.	do		4 68
Mar. 15, 17, 1874.	Pocahontas	Ark.	do	}	12 74
Jan. 21; Mar. 31, 1874.	Fulton	Mo.	do		
Jan. 19, 20, 21, 22, 24; Feb. 4, 1874.	Cedar City	Mo.	do	}	17 01
Feb. 29; Mar. 6, 24, 1874.	Rolla	Mo.	do		
Mar. 31, 1874.	Jefferson City	Mo.	do	}	2 24
Feb. 21, 1874.	Richland	Mo.	do		2 11
Jan. 21, 1874.	Sigel	Mo.	do	}	1 14
Jan. 21, 1874.	Lexington	Mo.	do		2 87
Feb. 24, 1874.	Hamilton	Mo.	do	}	2 71
Jan. 21, 1874.	Lexington	Mo.	do		5 76
Jan. 22, 1874.	Pleasant Hill	Mo.	do	}	1 71
Jan. 23, 1874.	Oscola	Mo.	do		
Jan. 23; Mar. 27, 1874.	do	Mo.	do	}	10 36
Jan. 24, 1874.	Stockton	Mo.	do		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
10689	Harrisonville, Butler, and Fort Scott, with side supplies.	Barlow & Sanderson .....	\$4,432 34	\$1 76, \$1 37 2 53, 1 10 30
10689	do .....	do .....		
10689	do .....	do .....		
10689	do .....	do .....		
10689	do .....	do .....		
10793	Rolla to Salem .....	William B. Williams .....	390 00	1 15
10793	do .....	do .....		
10695	Centreville to Van Buren .....	T. S. Barnes and H. R. Dickson.	766 67	3 66
10697	Centreville to Howe's Mill .....	Samuel Cowan .....	290 00	2 50
10697	do .....	do .....		
10698	Steelville to Osage .....	David Parks .....	145 00	1 39
10701	Saint James to Short Bend .....	Wiley Nash .....	160 00	1 53
10702	Salem to Eminence .....	S. J. Reynolds .....	797 00	3 63
10702	do .....	do .....		
10704	Rolla to Houston .....	Adam Miller and S. B. Thompson.	1,470 00	4 71
10704	do .....	do .....		
10708	Lebanon to Houston .....	Robert T. Graven .....	792 70	3 40
10708	do .....	do .....		
10713	Eminence to Russell's Hill .....	T. S. Barnes and H. R. Dickson.	150 00	1 44
10713	do .....	do .....		
10718	Hartville to Rockbridge .....	Joseph Gardiner .....	650 00	3 12
10723	Bolivar to Nevada .....	B. F. Hepler .....	747 80	2 39
10723	do .....	do .....		
10731	Springfield to Forsyth .....	J. H. Shon .....	1,100 00	3 52
10731	do .....	do .....		
10734	Pryor's Store to Ava .....	William C. Lowery .....	124 50	1 19
10734	do .....	do .....		
10734	do .....	do .....		
10738	Forsyth to Gainesville .....	J. C. Brown .....	432 00	4 15
10738	do .....	do .....		
10739	Forsyth to Cassville .....	do .....	464 00	4 46
10762	Cadet to Richwood's .....	Joseph Wilkinson .....	312 00	1 50
10762	do .....	do .....		
10764	Potosi to Bourbon .....	John H. Molloy .....	426 00	4 06
10767	De Laasus, Farmington, Saint Genevieve.	James Lindsay .....	1,512 00	0 19, 2 02
10767	do .....	do .....		
10770	Poplar Bluff to Pocahtontas .....	C. L. Wall .....	2,627 42	4 30
10770	do .....	do .....		
10771	Pilot Knob to Centreville .....	G. J. Carty .....	674 00	2 16
10771	do .....	do .....		
10775	Appleton to Wittenberg .....	Miles A. Welty .....	183 33	57
10775	do .....	do .....		
10777	Jackson to Greenville .....	L. Y. Hollis .....	800 00	3 44
10777	do .....	do .....		
10781	Bloomfield, Allenville, and Cape Girardeau.	A. J. Harty .....	1,000 00	2 03, 92
10783	Bloomfield to Poplar Bluff .....	S. J. Reynolds .....	515 27	2 47
10783	do .....	do .....		
10785	Gatewood to Alton .....	P. W. Smeleer .....	200 00	1 22
10786	Gatewood, Doniphan, Little Black .....	do .....	531 06	1 20, 1 49
10788	Bucklin to Keytesville .....	J. W. S. Howe .....	315 60	3 00
10788	do .....	do .....		
14735	Cloverdale, Clark, Arcata .....	W. P. Vanader .....	15,000 00	6 10, 35 66
8604	Bonham to Qultman .....	John O. Austin .....	1,899 00	9 13
9631	Mount Sterling to West Liberty .....	Robert Boyd .....	1,065 63	5 12
9633	Mount Sterling to Stanton .....	do .....	464 00	2 23
9633	do .....	do .....		



made from their pay, &amp;c.—Continued.

MAY 2, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 22, 23, 26; Feb. 14; Mar. 31, 1874.	Harrisonville	Mo	Failed to arrive		
Jan. 21; Feb. 12, 13; Mar. 30, 1874.	Butler	Mo	do.		
Jan. 21, 1874.	Butler from La Cygne.	Mo	do.		\$21 42
Jan. 21; Feb. 12, 13; Mar. 31, 1874.	La Cygne		do.		
Feb. 12; Mar. 30, 1874	Barnesville		do.		
Mar. 18, 1874	Rolla	Mo	do.		3 45
Mar. 19, 31, 1874	Salem	Mo	do.		3 68
Feb. 21, 1874	Centreville	Mo	do.		
Jan. 24, 1874.	do	Mo	do.		5 00
Jan. 23, 1874.	Howe's Mill	Mo	do.		
Mar. 31, 1874	Steelville	Mo	do.		1 45
Jan. 23, 1874.	Saint James	Mo	do.		1 53
Jan. 23, 1874.	Salem	Mo	do.		11 49
Jan. 24; Feb. 21, 1874	Eminence	Mo	do.		
Mar. 19, 31, 1874	Rolla	Mo	do.		14 13
Mar. 20, 1874	Houston	Mo	do.		
Feb. 23, 1874.	Lebanon	Mo	do.		7 60
Feb. 23, 1874	Houston	Mo	do.		
Feb. 23, 1874.	Eminence	Mo	do.		2 88
Feb. 23, 1874.	Russell's Hill.	Mo	do.		
Mar. 31, 1874	Rockbridge	Mo	do.		3 12
Jan. 22; Mar. 31, 1874.	Nevada	Mo	do.		5 25
Dec. 12, 13, 1873	Montevallo	Mo	Failed to supply		
Mar. 31, 1874	Springfield.	Mo	Failed to arrive		7 04
Feb. 13, 1874.	Forayth	Mo	do.		
Feb. 13; Mar. 6, 1874	Pryor's Store	Mo	do.		
Feb. 13, 1874.	Ava	Mo	do.		4 02
May 6, 1874	do	Mo	Failed to arrive; performed 8 miles.		
Feb. 23, 1874.	Forayth	Mo	Failed to arrive		8 30
Feb. 24, 1874.	Gaineville	Mo	do.		
Jan. 23; Feb. 6, 13, 27; Mar. 6, 20, 1874.	Cassville	Mo	Failed to arrive; performed 30 miles each time.		24 84
Feb. 21; Mar. 31, 1874	Cadet	Mo	Failed to arrive		4 50
Mar. 31, 1874	Richwood's	Mo	do.		
Feb. 13, 1874.	Bourbon	Mo	do.		4 09
Jan. 23, 1874.	Farmington	Mo	do.		4 04
Jan. 22, 1874.	Saint Genevieve.	Mo	do.		
Jan. 17; Mar. —, 1874.	Poplar Bluff	Mo	do.		
Jan. 23, 24; Mar. 14, 16, 1874.	Pocahontas	Mo	do.		21 50
Jan. 23; Feb. 23, 1874	Pilot Knob	Mo	do.		
Jan. 24; Feb. 21; Mar. 31, 1874.	Centreville	Mo	do.		10 80
Feb. 21; Mar. 18, 1874	Appleton	Mo	do.		
Feb. 21; Mar. 18, 1874	Wittenberg	Mo	do.		3 48
Jan. 22; Feb. 23, 1874	Jackson	Mo	do.		
Jan. 23; Mar. 6, 20, 31, '74.	Greenville	Mo	Failed to arrive; traveled respectively 23, 40, 37, and 40 miles.		6 45
Mar. 6, 1874	Between Allen-ville and Cape Girardeau.	Mo	Failed each way		1 84
Feb. 24, 28, 1874.	Bloomfield	Mo	Failed to arrive		12 35
Jan. 23, 26; Feb. 27, 1874.	Poplar Bluff	Mo	do.		
Mar. 6, 1874	Alton	Mo	do.		1 99
Mar. 3, 7, 1874	Little Black	Mo	do.		1 78
Feb. 24, 1874.	Bucklin	Mo	do.		6 00
Feb. 23, 1874.	Keytesville	Mo	do.		
Dec. 6, 16 1873; Jan. 20, 22, 29; Mar. 5, 10, 12, 14, 21, 1874	Arcata	Cal	do.		358 60
Jan. 6; Feb. 11, 18, 1874	Quitman	Tex.	do.		27 39
Jan. 8; Feb. 23, 1874	Mount Sterling	Ky.	do.		10 24
Dec. 4, 1873; Feb. 2, 1874.		Ky.	Failed over 6 miles of route.		4 29
Feb. 19, 1874.		Ky.	Failed to arrive		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
9636	Owingsville to Grayson .....	Edmund Wells.....	\$497 00	\$4 78
9636	.....do.....	.....do.....		
9644	Louisa to Piketon .....	Robert Boyd.....	1,092 00	5 25
9644	.....do.....	.....do.....		
9644	.....do.....	.....do.....		
9644	.....do.....	.....do.....		
9644	.....do.....	.....do.....	1,092 00	5 25
9649	West Liberty to Grayson.....	H. J. Spradlin.....	388 00	3 73
9651	Hazle Green to Hazard .....	J. H. Hanley.....	294 50	2 83
9651	.....do.....	.....do.....		
9651	.....do.....	.....do.....		
9654	Piketon to Logan Court-House .....	John Dila, jr.....	398 00	3 82
9655	Hazard to Whitesburgh .....	Finley & Freeman.....	247 00	2 37
9656	Harlan Court-House to Whitesburgh .....	James B. Howard.....	194 50	1 87
9668	Owenton to Pleasureville.....	A. P. Jacobs.....	567 60	2 71
9671	Owenton to Glencoe.....	Finley & Freeman.....	155 80	1 49
9671	.....do.....	.....do.....		
9680	Booneville to Sexton's Creek .....	John W. Handy.....	94 00	90
9692	McKee to London Court-House.....	J. Lamon.....	175 00	1 6c
9694	Nicholasville to Albany .....	Thomas B. Mumford.....	4,536 00	\$5 22, 4 12
9694	.....do.....	.....do.....		
9697	Harrodsburgh to Antioch .....	Robert Boyd.....	449 00	2 16
9698	Danville to Liberty.....	Thomas, Davidson & Robertson.....	604 94	2 35
9701	Liberty to Williams's Store.....	Robert Boyd.....	172 00	82 <sub>1</sub>
9701	.....do.....	.....do.....		
9702	Mount Vernon to Somerset .....	Alexander C. Sowder.....	190 00	1 83
9704	London to Morristown, Tenn.....	William Herndon.....	4,841 17	7 25
9704	.....do.....	.....do.....	4,841 00	7 75
9704	.....do.....	.....do.....		
9704	.....do.....	.....do.....		
9705	London to Whitley.....	Finley & Freeman.....	392 00	1 83
9706	Barboursville to Whitley Court-House.....	William M. Johnson.....	144 00	1 40
9707	Somerset to London.....	Robert Boyd.....	549 00	2 64
9708	Somerset to Whitley Court-House.....	Finley & Freeman.....	273 50	2 63
9708	.....do.....	.....do.....		
9709	Somerset to Mintonville .....	William A. Hewitt.....	174 00	1 67
9709	.....do.....	.....do.....		
9710	Monticello to Huntsville .....	A. G. Smith.....	303 00	2 91
9710	.....do.....	.....do.....		
9714	Lebanon to Mannsville .....	Willis G. Chelf.....	286 00	1 3c
9715	Lebanon to Columbia.....	T. B. Dougherty.....	2,993 00	4 60
9715	.....do.....	.....do.....		
9718	Greensburgh to Catalpa Grove .....	W. H. Curry.....	104 00	1 00
9718	.....do.....	.....do.....		
9720	Greensburgh to Glasgow .....	Nancy Evans.....	739 00	2 53
9720	.....do.....	.....do.....		
9720	.....do.....	.....do.....		

made from their pay, &amp;c.—Continued.

MAY 2, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Feb. 23, 1874.....	Between Marshall's and Grayson.	Ky.....	Failed on 48 miles of route.		\$15 67
Mar. 19, 1874.....	Between Farmer's and Grayson.	Ky.....	Failed on 42 miles of route.		
Jan. 4, 15, 18, 1874.....	Piketown from Paintsville.	Ky.....	Failed on 40 miles each time.		
Jan. 25, 1874.....	Paintsville from Piketown.	Ky.....	do .....		
Feb. 22, 1874.....	Between Paintsville and Piketown.	Ky.....	Failed totally .....		45 62
Mar. 20, 23, 1874.....	do .....	Ky.....	Failed on 40, 32, and 40 miles each time.		
Mar. 20, 1874.....	Louisa.....	Ky.....	Wet mail.....	\$10 00	
Jan. 8; Mar. 20, 1874.....		Ky.....	Failed over 44½ miles of route.		13 82
Jan. 2, 17, 23, 1874.....		Ky.....	Failed over 33 miles of route.		
Mar. 20, 1874.....	Hazle Green.....	Ky.....	Failed to arrive .....		15 50
Mar. 23, 1874.....	Hazard.....	Ky.....	do .....		
Jan. 6; Mar. 24, 1874.....		Ky.....	Failed over 25 miles of route.		7 64
Jan. 7, 1874.....	Whitesburgh.....	Ky.....	Failed to arrive .....		2 37
Jan. 8, 1874.....		Ky.....	Failed over 43 miles of route.		3 47
Jan. 16, 23, 30; Feb. 6, 1874.....	Pleasureville.....	Ky.....	Failed to arrive .....		10 02
Jan. 24, 1874.....	Owenton.....	Ky.....	do .....		
Mar. 14, 1874.....		Ky.....	Failed totally .....		4 47
Jan. 17; Mar. 21, 1874.....		Ky.....	do .....		3 60
Dec. 31, 1873; Jan. 7, 28, 1874.....		Ky.....	Failed over 24½ miles of route.		8 52
Mar. 19, 21, 1874.....		Ky.....	Failed over 27 miles of route.		
Mar. 19, 1874.....		Ky.....	Failed over 25 miles of route.		15 74
Feb. 13, 1874.....	Harrodsburgh.....	Ky.....	Failed to arrive .....		2 16
Dec. 4, 1873; Jan. 6, 20, Feb. 14; Mar. 7, 19, 31, 1874.....		Ky.....	Failed over 7½ miles of route.		8 19
Jan. 2; Mar. 6, 20, 1874.....		Ky.....	Failed totally .....		4 12½
Feb. 24, 1874.....	Liberty.....	Ky.....	Failed to arrive .....		
Jan. 23; Mar. 6, 20, 1874.....		Ky.....	Failed over 10½ miles of route.		4 51
Feb. 13, 1874.....	London.....	Ky.....	Wet and damaged mail...	10 00	
Mar. 19, 1874.....		Ky.....	Failed totally .....		
Mar. 20, 1874.....		Ky.....	Failed on 24 miles .....		27 28
Mar. 20, 31, 1874.....		Ky.....	Failed on 76 miles .....		
Mar. 19, 1874.....		Ky.....	Failed over 27 miles of route.		3 29
Mar. 20, 1874.....	Whitley C. H.....	Ky.....	Failed to arrive .....		1 40
Jan. 2, 4, 9, 13, 16, 20, 23, 27, 31; Feb. 13, 20, 24, 27; Mar. 6, 10, 20, 24, 27, 31, 1874.....		Ky.....	Failed over 18 miles of route.		47 50
Jan. 9, 1874.....		Ky.....	Failed over 37 miles of route.		9 36
Mar. 20, 1874.....		Ky.....	Failed totally .....		
Jan. 21, 1874.....	Somerset.....	Ky.....	Failed to arrive .....		
Mar. 6, 20, 1874.....		Ky.....	Failed over 84 miles of route.		4 45
Dec. 4, 1873; Jan. 8, 15, 23, 1874.....		Ky.....	Failed over 23½ miles of route.		19 95
Jan. 1, 1874.....		Ky.....	Failed over 17 miles of route.		
Dec. 13, 1873; Jan. 7, 1874.....		Ky.....	Failed over 7½ and 16½ miles of route.		3 15
Feb. 23; Mar. 14, 18, 19, 23, 24, 1874.....		Ky.....	Failed over 12 miles of route.		
Jan. 26; Feb. 24, 1874.....		Ky.....	Failed to connect .....	5 00	17 28
Oct. 12, 1873.....	Catalpa Grove.....	Ky.....	Failed to arrive .....		
Mar. 19, 1874.....		Ky.....	Failed totally .....		3 00
Jan. 7; Feb. 23, 1874.....		Ky.....	Failed over 20 miles of route.		
Feb. 25; Mar. 19, 1874.....		Ky.....	Failed over 5 miles of route.		9 59
Jan. 14, 1874.....	Glasgow.....	Ky.....	Failed to arrive .....		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
9721	Campbellsville to Neatsville .....	Robert Boyd .....	\$137 00	\$1 32
9723	Columbia to Albany .....	Kills Neathey .....	434 00	2 37
9723	do .....	do .....		
9723	do .....	do .....		
9725	Columbia to Park .....	Robert Boyd .....	593 00	2 25
9725	do .....	do .....		
9725	do .....	do .....		
9726	Glasgow to Edmonton .....	Nancy Evans .....	364 00	1 60
9727	Glasgow to Albany .....	Andrew McCoy .....	1, 973 00	\$2 46, 1 02
9735	Hardinsburgh to Hartford .....	Thomas H. Hines .....	400 00	3 64
9735	do .....	do .....		
9740	Caneyville to Morgantown .....	Isone Lee .....	202 00	2 60
9745	Bowling Green to Owensborough .....	A. D. Hay .....	1, 980 00	6 34
9747	Bowling Green to Big Reedy .....	Robert Boyd .....	273 00	2 62
9747	do .....	do .....		
9755	Pellville to Centertown .....	W. H. Miller .....	406 52	4 00
9756	Greenville to Russellville .....	A. D. Hay .....	316 58	3 64
9757	Greenville to Morganfield .....	Daniel J. Rhoads .....	449 00	4 22
9764	Princeton to Ford's Ferry .....	E. P. Hill .....	647 00	2 62
9766	Mayfield to Paris, Tenn. ....	James R. Smith .....	1, 400 00	4 42
9766	do .....	do .....		
9770	Paducah to Murray .....	do .....	1, 200 00	3 24
9772	Piketon to Grundy, Va. ....	John Dila, jr. ....	373 00	3 60
9773	Rochester to Morgantown .....	James T. Rives .....	99 95	96
9780	Carrollton to Worthville Station .....	Finley & Freeman .....	673 54	1 62
9781	Hazle Green to Saylorsville .....	James G. Trimble .....	409 00	2 00
9782	Mayfield to Boydsdale .....	James R. Smith .....	480 00	2 31
9784	Hazard to Manchester .....	William Haskins .....	249 00	2 30
9785	Judson to Booneville .....	Jesse Spicer .....	145 00	1 30
9786	Birmingham to Brewer's Mills .....	James M. Smith .....	900 00	1 92
9786	do .....	do .....		
9791	Catlettsburgh to Louisa .....	D. J. Burchett .....	703 00	2 25
9792	Carverna to Edmonton .....	Robert Boyd .....	501 68	2 84
9797	Glasgow to Scottsville .....	Lavin Watson .....	259 00	2 49
9805	Prestonburgh to Hazard .....	James H. Hundley .....	324 50	3 12
9805	do .....	do .....		
9806	Harlan Court-House to Jonesville .....	Wright Stickley .....	119 00	1 14
9827	Grider to Celina .....	Jacob S. Bratton .....	274 00	2 63
9827	do .....	do .....		
9829	Caseyville to Dixon .....	R. P. Howard .....	900 00	1 92
9829	do .....	do .....		
9833	Franklin to Scottsville .....	John W. Crow .....	200 00	1 92
9834	Harlan Court-House to Turkey Cove, Va. ....	James B. Howard .....	195 00	1 87
9834	do .....	do .....	159 99	1 54
9863	Clinton to Mayfield .....	do .....		
9863	do .....	R. H. Emerson .....	365 90	3 50
12031	Indianapolis to Waverley .....	do .....		
12031	do .....	Thomas Brooker .....	1, 323 31	2 12
12047	Bowling Green to Martz .....	N. S. Bunn .....	496 00	1 50
12049	Bowling Green to Cuba .....	do .....	197 00	1 90
12053	Terre Haute to Prairie Creek .....	Elh Logan .....	225 00	1 02
12079	Bedford to Keck's Church .....	Isaac Johnson .....	239 00	2 29
12079	do .....	do .....		
12083	Shoals to Jasper .....	Anthony Steinhauer .....	510 00	1 63
12083	do .....	do .....		
12102	Rooneville to Huntingburgh .....	Joseph Monday .....	580 00	2 79
12103	Newburgh to Rockport .....	D. A. Baker, jr. ....	367 71	3 63
12106	Jasper to Rockport .....	Joseph Urich .....	658 00	2 11
12106	do .....	do .....		
12110	Jasper to Lynnvillle .....	Joseph Schroder .....	225 00	2 16

made from their pay, &amp;c.—Continued.

MAY 2, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Mar. 19, 1874		Ky	Failed totally		\$2 64
Jan. 9; Feb. 24, 1874	Albany	Ky	Failed to arrive		
Mar. 6, 24, 1874	Columbia	Ky	do		14 22
Mar. 24, 1874	do	Ky	Total failure		
Feb. 23, 1874		Ky	Failed totally		
Mar. 19, 1874	Park	Ky	Failed to arrive		14 25
Mar. 30, 24, 1874	Columbia	Ky	do		
Jan. 7; Feb. 21, 1874		Ky	Failed over 11½ and 14 miles of route.		3 11
Mar. 12, 1874	Glasgow	Ky	Wet and damaged mail	\$5 00	
Feb. 16; Mar. 23, 1874		Ky	Failed totally		
Feb. 23, 1874		Ky	Failed over 25 miles of route.		20 18
Feb. 28, 1874		Ky	Failed totally		4 00
Feb. 24, 26, 28; Mar. 3, 5, 7, 10, 19, 21, 24, 1874	Bowling Green	Ky	Failed to arrive		63 40
Mar. 6, 1874	Big Reedy	Ky	do		6 30
Mar. 20, 1874	do	Ky	Failed over 23½ miles		
Mar. 4, 19, 1874	Pellville	Ky	Failed to arrive		8 00
Mar. 6, 30, 1874		Ky	Failed over 14 miles		5 00
Feb. 25, 1874		Ky	Failed over 55½ miles		6 80
Feb. 13, 1874		Ky	Failed totally		4 16
Jan. 27; Feb. 21; Mar. 7, 19, 1874	Paris	Ky	Failed to arrive		26 88
Mar. 6, 18, 1874	Mayfield	Ky	do		
Mar. 7, 19, 1874		Ky	Failed over 22½ miles		7 68
Jan. 2; Feb. 21, 1874		Ky	Failed over 7 miles		2 52
Feb. 14, 21, 28; Mar. 7, 21, 24, 1874		Ky	Failed over 18 miles		5 76
Jan. 12, 13, 14, 1874	Worthville	Ky	Failed to arrive		3 24
Mar. 18, 1874	Saylorsville	Ky	do		2 00
Mar. 19, 1874		Ky	Failed over 34 miles		4 10
Jan. 5; Mar. 24, 1874	Hazard	Ky	Failed to arrive		4 78
Mar. 31, 1874	Booneville	Ky	do		1 39
Feb. 13, 1874	Brewer's Mills	Ky	Failed totally		7 68
Mar. 6, 30, 1874	do	Ky	Failed to arrive		
Jan. 1; Mar. 20, 1874	Louisa	Ky	Failed to arrive; wet mail	5 00	4 50
Feb. 23; Mar. 19, 24, 1874		Ky	Failed over 24 miles		13 20
Mar. 30, 1874		Ky	Failed over 6 miles		1 12
Jan. 5, 1874		Ky	Failed totally		12 48
Mar. 24, 31, 18/4	Prestonburgh	Ky	Failed to arrive		
Jan. 8, 1874	Harlan C. H.	Ky	do		1 14
Mar. 6, 30, 1874	Grider	Ky	do		7 80
Mar. 27, 1874	Cellus	Ky	do		
Feb. 2, 1874	Caseyville	Ky	Mail in charge of a carrier not sworn.	3 24	
Feb. 23, 1874		Ky	Failed on 10½ miles		1 48
Mar. 7, 30, 1874		Ky	Failed over 98½ miles		7 08
Jan. 23, 1874	Harlan C. H.	Ky	Failed to arrive		4 62
Mar. 21, 1874	do	Ky	Failed totally		
Mar. 6, 1874	Clinton	Ky	Failed to arrive		10 50
Mar. 21, 1874	do	Ky	Failed totally		
Jan. 16; Feb. 2; Mar. 7, 1874	Waverley	Ky	Failed to arrive		6 36
Jan. 23; Feb. 14; Feb. 21, 1-74		Ky	Failed over 18½, 22½, and 18½ miles of route.		8 04
Feb. 14, 1874		Ky	Failed over 20 miles of route.		3 70
Feb. 27, 1874	Prairie Creek	Ky	Failed to arrive		2 16
Feb. 13, 20; Mar. 6, 1874		Ky	Failed over 10 miles of route.		
Feb. 21, 1874		Ky	Failed over 23½ miles of route.		9 45
Feb. 23, 25, 1874		Ky	Failed over 15 miles of route.		
Feb. 27; Mar. 2, 1874		Ky	Failed over 9 miles of route		4 53
Feb. 24; Mar. 6, 1874		Ky	Failed totally		11 61
Jan. 16, 23, 18/4	Between Yankeetown and Rockport.	Ky	Omitted service		10 61
Feb. 23, 25, 1874		Ky	Failed over 34 miles of route.		
Mar. 6, 1874		Ky	Failed over 23 miles of route.		9 61
Jan. 30, 1874	Lynnville	Ky	Failed to arrive		2 10

*Fines imposed on contractors, and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
12110	Jasper to Spurgeon.....	Joseph Schroder.....	\$188 71	\$1 61
12110	do.....	do.....		
12111	Hillham to Shoals.....	James R. Wendinger.....	94 50	91
12111	do.....	do.....		
12116	Leavenworth to Celestine.....	John Ott.....	217 02	2 08
12121	Paoli to Leavenworth.....	John C. Haskins.....	204 00	1 96
12122	Livonia to Haysville.....	William Braxton.....	293 00	2 61
12142	Austin to Alpha.....	James B. Tull.....	155 00	74
12143	Austin to Little York.....	D. A. Baker, jr.....	154 00	74
12148	Madison to Vevay.....	Alva Leap.....	363 00	1 75
12153	Dillsborough to Rising Sun.....	Van S. B. Crowley.....	156 00	1 50
12158	Versailles to Dillsborough.....	Oscar McCullough.....	390 00	1 25
12165	North Vernon to Brewersville.....	William F. Davis.....	130 00	62
12170	Brookville, Oldenburgh, Batesville.....	R. H. McCleave.....	344 46	\$1 72, 0 53
12174	Liberty to Brookville.....	Hall McCleave.....	299 00	1 44
12181	Greensburg to Milroy.....	Luther T. Stewart.....	425 00	64
12185	Greensburg to Brewersville.....	Sandford Grayson.....	503 00	2 40
12185	do.....	do.....		
12188	Shelbyville to Moscow.....	Daniel Cummins.....	145 00	1 40
12189	Shelbyville to Morristown.....	D. A. Baker, jr.....	138 00	1 23
12189	do.....	do.....		
12211	Portland to New Bremen, Ohio.....	Thomas M. Ash.....	844 60	3 10
12216	Bryant to Linn Creek.....	Eltingh Sheldon.....	219 30	1 05
12220	Muncie to Jonesborough.....	R. H. McCleave.....	568 10	2 73
12230	Elwood to Shielsville.....	Thomas Jennings.....	156 00	1 50
12230	do.....	do.....		
12259	Linn Grove to Murray.....	R. H. McCleave.....	249 00	1 29
12280	Kentland to Morocco.....	A. G. Board.....	150 00	72
12281	Kentland to Pilot Grove.....	do.....	250 00	1 29
12293	Plymouth to Monterey.....	Edmund Morris.....	390 00	1 67
12304	La Fayette to Middle Fork.....	Albert Wade.....	800 00	2 56
12311	Monon to Renaselaer.....	J. W. & S. O. Duvall.....	575 00	92
12321	Valparaiso to Hebron.....	Charles N. Williams.....	200 00	96
12335	Williamsport to Pine Village.....	David Ogburn.....	400 00	1 24
12351	Annapolis to Alamo.....	M. H. Wilkins.....	260 00	2 56
12363	Lebanon to Kirk's Cross-Roads.....	D. A. Baker, jr.....	214 00	1 03
12369	Renaselaer to Romington.....	J. W. & S. O. Duvall.....	400 00	64
12378	Rochester to Kewanee.....	R. H. McCleave.....	249 00	1 29
12378	do.....	do.....		
12405	Elkinsville to Brownstown.....	Adam Scott.....	128 80	1 34
12420	Muncie to Ridgeville.....	William H. Blake.....	550 00	1 76
12429	Petersburgh to Vincennes.....	Anderson Arnot.....	854 36	1 57
8685	Sabine Pass to Weiss Bluff.....	G. B. Burr.....	9,750 00	46 57
8685	do.....	do.....		
8622	Mineola to Paris.....	R. H. Cumble.....	1,457 15	7 01
8658	Orange to Burkville.....	C. W. Winn.....	980 00	9 42
8658	do.....	do.....		
14047	Twin Mound to Linn Creek.....	William A. Caldwell.....	266 00	1 27
14093	Burlingame to Council Grove.....	R. Marra.....	900 00	2 34
14109	Manhattan to Clay Centre.....	do.....	3,334 00	5 34
4345	Tazewell Court-House to Oceana.....	Moses A. Cartwright.....	315 00	3 02
4389	Princeton, Bland Court-House, Wytheville.....	M. Bailey.....	621 96	1 63, 1 09

WEEK ENDING SATURDAY.

693	Westport to Providence.....	Alfred Richards.....	\$748 00	\$1 20
4597	Cady's Tunnel to Bath Court-House.....	A. D. Trotter.....	885 00	1 41
4599	Buchanan to Richmond.....	James R. C. Packet Co.....	7,750 00	24 53
4610	Staunton to Huttonsville.....	Benjamin F. Fifer.....	2,400 00	7 69

made from their pay, &amp;c.—Continued.

MAY 2, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
February 6, 13, 1874.....	.....	Ind.....	Failed over 20 ms. of route.	}	\$6 30
February 27, 1874.....	.....	Ind.....	Failed over 5 miles of route.		
February 27, 1874.....	.....	Ind.....	Failed over 6 miles of route.		1 69
March 6, 1874.....	Shoals.....	Ind.....	Failed to arrive.....		2 08
March 6, 1874.....	Leavenworth.....	Ind.....	do.....		7 84
February 20, 27, 1874.....	.....	Ind.....	Failed totally.....		3 37
February 23, 1874.....	Between Paoli and Haysville.	Ind.....	Failed on 24 miles of route.		1 48
February 21, 1874.....	.....	Ind.....	Failed totally.....		2 96
Feb. 23; March 4, 1874.....	.....	Ind.....	do.....		2 28
March 6, 1874.....	Bet'n Mannville and Vevay.	Ind.....	Failed on 15 miles of route.		9 00
Dec. 13, 1873; Feb. 14, 21; March 7, 1874.....	.....	Ind.....	Failed over 11½ miles of route.		2 44
February 21, 1871.....	.....	Ind.....	Failed over 19 ms. of route.		1 25
February 21, 1871.....	.....	Ind.....	Failed totally.....		3 44
February 21, 1871.....	Bet'n Brookville and Oldenburg.	Ind.....	do.....		11 16
Jan. 19, 23; Feb. 19, 23, March 6, 20, 1874.....	.....	Ind.....	Failed over 11 ms. of route.		2 72
February 21, 23, 1874.....	.....	Ind.....	Failed totally.....		9 40
Jan. 19; Feb. 13, 1874.....	.....	Ind.....	Failed over 20 ms. of route.	}	1 26
February 21, 1874.....	.....	Ind.....	Failed over 9 ms. of route.		3 99
February 14, 1874.....	.....	Ind.....	Failed over 9½ ms. of route.		24 80
January 24, 1874.....	Shelbyville.....	Ind.....	Failed to arrive.....		2 10
February 14, 1874.....	.....	Ind.....	Failed totally.....		2 43
Jan. 9, 23; Feb. 13, 16, 1874.....	.....	Ind.....	do.....		2 10
February 23, 1874.....	.....	Ind.....	do.....		2 43
February 23, 1874.....	.....	Ind.....	Failed over 12 ms. of route.		4 50
January 24, 1874.....	Shielville.....	Ind.....	Failed to arrive.....	}	2 40
February 27, 1874.....	.....	Ind.....	Failed totally.....		7 20
February 27, 1874.....	.....	Ind.....	do.....		9 60
February 17, 24, 28; Mar. 3, 10, 1874.....	.....	Ind.....	do.....		2 48
Feb. 16, 23; Mar. 2, 9, 1874.....	.....	Ind.....	do.....		5 12
December 13, 1873.....	Bet'n Marmont and Monterey.	Ind.....	Failed on 8 miles of route.		3 68
January 24, 1874.....	.....	Ind.....	Failed totally.....		5 12
Feb. 23; March 7, 1874.....	.....	Ind.....	do.....		3 68
February 13, 1874.....	Hebron.....	Ind.....	Failed to arrive; cause, mail sent by boy under age, &c.	\$3 00	
Jan. 24; Feb. 24, 1874.....	.....	Ind.....	Failed totally.....		5 12
February 14, 1874.....	.....	Ind.....	Failed over 12¼ miles of route.		2 55
January 24, 1874.....	.....	Ind.....	Failed totally.....		2 06
Feb. 23; March 7, 1874.....	.....	Ind.....	do.....		2 56
February 4, 11, 14, 1874.....	.....	Ind.....	do.....	}	7 20
February 21, 1874.....	.....	Ind.....	Wet mail.....		1 24
February 26, 1874.....	Elkinsville.....	Ind.....	Failed to arrive.....		3 52
February 24, 1874.....	.....	Ind.....	Failed totally.....		8 22
Jan. 15, 16; Feb. 26, 1874.....	.....	Ind.....	do.....		187 48
January 4, 8, 1874.....	Sabine Pass.....	Texas.....	Failed to arrive.....		17 74
January 1, 4, 1874.....	Weiss Bluff.....	Texas.....	do.....		
February 1; March 1, 8, 15, 18, 1874.....	Paris.....	Texas.....	Failed to arrive from Sulphur Springs.		24 72
March 24, 31, 1874.....	Burkville.....	Texas.....	Failed to arrive.....		1 23
March 26, 1874.....	Orange.....	Texas.....	do.....		5 76
January 21, 1874.....	Lyon Creek.....	Kans.....	do.....		10 68
January 24, 27, 1874.....	Council Grove.....	Kans.....	do.....		3 02
February 5, 1874.....	.....	Kans.....	Failed totally.....		5 52
January 26, 1874.....	Ocoana.....	Va.....	Failed to arrive.....		
January 2, 16; March 20, 1874.....	Princeton from Bland C. H.	Va.....	Failed to arrive; traveled 16, 24, and 17 miles.		

MAY 9, 1874, INCLUSIVE.

Jan. 1, 21, 26, 1874.....	Westport.....	Mass.....	Failed to connect.....	\$1 05	
Jan. 7, 1874.....	Bath Court-House.	Va.....	Failed to arrive.....		\$1 41
Jan. 8, 1874.....	Buchanan.....	Va.....	do.....		43 06
Jan. 8, 1874.....	Huttonsville.....	Va.....	do.....		7 69

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4613	Fisheraville to Sherando .....	John N. Lockridge .....	\$220 00	\$1 05
4613	do .....	do .....		
4630	Frederickshall to Ashland .....	Mary L. Taylor .....	419 25	2 01
4630	do .....	do .....		
4635	Culpeper to Front Royal .....	Alexander Carey .....	589 00	2 53
4638	Culpeper to Homeland .....	John Brown .....	160 00	51
4638	do .....	do .....		
4643	Warrenton to Washington .....	Willie R. Brown .....	405 65	1 30
4656	Leesburgh to Middleburgh .....	James Roamer .....	597 00	95
4657	Leesburgh, Union, Leesburgh .....	Joseph A. Shugars .....	300 00	1 44
4676	Luray to Bentonville .....	Perry Broyles .....	199 33	95
4676	do .....	do .....		
4689	Harrisonburgh to Coote's Store .....	Joseph Ritter .....	330 00	1 05
4694	Bath Alum to Buffalo Gap .....	Samuel Paxton .....	458 39	2 20
4695	McDowell to Oak Flat .....	Henson Judy and Martin Landis .....	219 00	2 10
4695	do .....	do .....		
4696	Oak Flat to Luney's Creek .....	Martin Landis .....	196 00	1 06
5041	Plymouth to Hamilton .....	Joseph Skittletharp .....	787 00	2 52
7642	Poplar Bluff to Bastrop .....	John C. Sharot .....	472 00	4 54
7176	Natchez to Woodville .....	H. E. Trimble .....	1,530 00	6 25
7176	do .....	do .....		
7226	Vernon to Satartia .....	James Tyson .....	296 00	2 24
7226	do .....	do .....		
13531	Houston to Winona .....	Peter Ereksan .....	450 00	2 11
13531	do .....	do .....		
13540	Rushford to Elliotia .....	C. G. Philbrick .....	300 00	2 56
13540	do .....	do .....		
13544	Preston to Decorah .....	A. M. Perry .....	409 00	1 31
13550	Washington to Spring Valley .....	Joseph Tussey .....	450 00	1 44
13550	do .....	do .....		
13551	Clyde to Utica .....	E. A. Blair .....	420 00	1 34
13558	Glen Roy to Spring Valley .....	H. J. Weed .....	500 00	1 60
13560	Forestville to Preston .....	S. G. Rathbone .....	337 50	54
13561	Rochester to Spring Valley .....	Simeon Phillips .....	1,240 00	3 97
13561	do .....	do .....		
13567	Kasson to Brownsdale .....	W. S. Woodward .....	550 00	2 64
13575	Albert Lea to Owatonna .....	S. C. Johnson .....	624 00	3 00
13585	Wilton to Winnebago City .....	Thomas George .....	1,000 00	4 40
13598	Winnebago City to Jackson .....	Samuel S. Foster .....	780 00	2 50
13598	do .....	do .....		
13600	Blue Earth City to Yankton and Jackson .....	Alvaren Allen .....	6,585 00	\$5 17, 8 26
13600	do .....	do .....		
13600	do .....	do .....		
13601	Blue Earth City to Algona .....	M. V. Nichols .....	599 00	2 27
13614	Redwood Falls to Granite Falls .....	Oscar Hodgdon .....	657 00	3 10
13614	do .....	do .....		
13623	Saint Charles to Plainview .....	Henry Ash .....	247 00	79
13625	Wabashaw to Elgin .....	do .....	474 72	76
13625	do .....	do .....		
13627	Rochester to Lincoln .....	Francis Wheeler .....	573 50	1 33
13627	do .....	do .....		
13629	Rochester to Lake City .....	John E. Powers .....	1,230 00	0 23, 2 27
13629	do .....	do .....		
13629	do .....	do .....		
13632	Red Wing to Oronoco .....	B. P. Cheney .....	867 00	2 64
13632	do .....	do .....		
13635	Zumbrota to Waseja .....	Fletcher Hagler .....	495 00	2 33
13635	do .....	do .....		
13645	Faribault to Red Wing .....	John H. Rock .....	1,300 33	4 16
13645	do .....	do .....		
13652	Northfield to Red Wing .....	Robert Deakin .....	794 00	2 54
13652	do .....	do .....		



made from their pay, &amp;c.—Continued.

MAY 9, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 7, 1874	Fishersville	Va	Failed to arrive	}	\$2 10
Jan. 7, 1874	Sherando	Va	do.		
Feb. 4, 1874	Fredericksburg	Va	do.		6 03
Feb. 3; Mar. 13, 1874	Ashland	Va	do.		2 83
Jan. 7, 1874	Culpeper	Va	do.	}	1 02
Jan. 7, 1874	do	Va	do.		1 30
Jan. 7, 1874	Homeland	Va	do.		
Jan. 12, 1874	Warrenton	Va	do.		
Jan. 5, 7, 21, 28; Feb. 6, 26, 27, 1874	Leesburgh	Va	Failed to arrive in time	\$1 61	
Jan. 7, 1874	do	Va	Failed to arrive; went 9 miles.		1 44
Jan. 7, 1874	Luray	Va	Failed to arrive	}	1 90
Jan. 7, 1874	Bentonville	Va	do.		1 05
Feb. 23, 1874	Coote's Store	Va	do.		2 20
Jan. 7, 1874	Bath Alum	Va	do.		6 30
Jan. 8, 1874	McDowell	Va	do.		
Jan. 2, 9, 1874	Oak Flat	Va	do.		
Jan. 7, 1874	do	Va	Failed to arrive; traveled 27 miles.		1 00
Jan. 8, 13, 1874	Hamilton	N. C.	Failed to arrive		5 04
Mar. 27, 1874	Poplar Bluff	Ark	do.		4 34
Mar. 18, 21, 25, 1874	Natchez	Miss	do.	}	57 15
Mar. 2, 9, 16, 21, 24, 31, 1874	Woodville	Miss	do.		
Feb. 25; Mar. 4, 11, 18, 25, 1874	Vernon	Miss	do.		48 28
Jan. 7, 14, 21, 28; Feb. 4, 11, 18, 25; Mar. 4, 11, 18, 25, '74	Satartia	Miss	do.		
Mar. 18, 25, 1874	Houston	Minn	do.	}	8 44
Mar. 17, 24, 1874	Winousa	Minn	do.		7 68
Mar. 8, 20, 1874	Elliot	Minn	do.		7 86
Mar. 19, 1874	Rushford	Minn	do.		4 32
Mar. 7, 17, 1874	Washington	Minn	Failed totally	}	1 34
Mar. 7, 17, 1874	Spring Valley	Minn	Failed to arrive		1 60
Mar. 7, 1874	Clyde	Minn	do.		6 48
Feb. 23, 1874	Spring Valley	Minn	do.		
Feb. 18, 23; Mar. 7, 16, 17, 26, 1874		Minn	Failed totally		
Mar. 7, 1874	Rochester	Minn	Failed to arrive	}	11 91
Mar. 11, 18, 1874	Spring Valley	Minn	do.		2 64
Feb. 23, 1874	Kasson	Minn	do.		6 00
Mar. 9, 23, 1874	Owatonna	Minn	do.		4 80
Mar. 7, 1874	Winnepesaukee City	Minn	do.	}	17 50
Feb. 23; Mar. 6, 1874	do	Minn	do.		
Feb. 23; Mar. 9, 13, 18, 23, 1874	Jackson	Minn	do.		
Feb. 23; Mar. 7, 1874	Blue Earth City from Jackson.	Minn	do.		
Feb. 14, 21, 24; Mar. 20, '74	Jackson from Blue Earth City.	Minn	do.		64 06
Mar. 2, 3, 9, 11, 1874	Yankton from Sioux Falls.	Minn	do.		
Jan. 13; Mar. 7, 1874	Blue Earth City.	Minn	do.	}	8 61
Mar. 10, 13, 24, 1874	Redwood Falls.	Minn	do.		18 60
Mar. 11, 14, 25, 1874	do	Minn	Failed to depart		1 58
Feb. 23, 1874	do	Minn	Failed totally		7 60
Mar. 5, 9, 21, 23, 1874	Wabashaw	Minn	Failed to arrive.		
Jan. 9, 10, 12, 16; Feb. 23; Mar. 7, 1874	Plainview	Minn	do.		
Mar. 7, 10, 1874	Rochester	Minn	do.	}	10 98
Feb. 23; Mar. 9, 11, 18, '74	Lincoln	Minn	do.		
Mar. 7, 10, 1874	Rochester	Minn	do.		10 74
Feb. 23; Mar. 7, 1874	Lake City	Minn	do.		
Mar. 9, 18, 1874	Oronoco	Minn	do.	}	5 68
Mar. 7, 1874	Red Wing	Minn	do.		
Feb. 23, 1874	Oronoco	Minn	do.		
Feb. 24; Mar. 7, 1874	Zumbrota.	Minn	do.		11 65
Feb. 23; Mar. 6, 9, 1874	Wassioja	Minn	do.	}	21 96
Feb. 24; Mar. 7, 19, 1874	Faribault	Minn	do.		
Feb. 23; Mar. 9, 12, 1874	Red Wing	Minn	do.		
Mar. 9, 18, 1874	Northfield	Minn	do.		7 62
Mar. 7, 1874	Red Wing	Minn	do.		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

Nc. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
13656	Waterville to Faribault	Frank Waters	\$666 00	\$1 06
13656	do	do		
13656	do	do		
13667	Lakeville to Haslewood	Webster & Van Vleck	331 00	1 00
13670	Cannon River Falls to Hastings	S. T. Towle	500 00	2 46
13671	Hastings to Northfield	S. G. Rathbone	590 00	2 63
13673	Hastings to Rosemount	Webster & Van Vleck	623 00	1 43
13673	do	do		
13674	Langdon to Hudson Bridge	A. M. Shearer	1,150 50	1 84
13696	Anoka to Wyoming	L. G. Henderson	400 00	3 24
13697	Anoka to Brunswick	James Gilligan	898 00	4 31
13697	do	do		
13707	Minneapolis to Monticello	H. S. Bliss	1,056 43	3 26
13707	do	do		
13736	Paynesville to Glenwood	George Johnson	495 00	4 75
13748	Torah to Glenwood	Edward Miller	800 00	7 09
13739	Benson to Montevideo	H. W. Stone	942 00	3 00
13739	do	do		
13742	Paynesville to Norway Lake	D. R. Twitchell	273 87	2 63
13755	Hutchinson to Glencoe	C. W. Butterfield	1,200 00	1 92
13756	Glencoe to Winstead Lake	C. Johnson	205 00	1 97
13760	Glencoe to Blakely	Jesse Harry	590 00	1 49
13778	Heron Lake to Lake Shetek	Henry Edwards	266 00	2 35
13792	Le Sueur to Waterville	Perry Wilson	400 00	1 92
13795	Leighton to Wayzata	L. Arentz	104 00	1 09
13804	Willmar to Lake Johanna	Thomas Thompson	312 00	3 09
13828	Benson to Lac qui Parle	J. W. King	504 00	1 61
13828	do	do		
13851	Saint Charles to Beaver	Barney Riley	450 00	2 16
13855	Blue-Earth City to Banks	L. N. Drake	380 00	1 92
13871	Morris to Lac qui Parle	H. W. Stone	674 00	6 47
13875	Rushford to Winona	C. G. Philbrick	350 00	1 12
13878	Willmar to Granite Falls	B. R. Wetheron	640 00	3 00
13880	Worthington to Spirit Lake	L. H. Warren	500 00	4 49
13880	do	do		
10809	Marshall to Malta Bend	John R. Rockhold	290 00	92
10809	do	do		
10814	Dea Arc to Marble Hill	James Bennett	639 16	3 07
10814	do	do		
10817	Breckinridge to Tinney's Grove	Josiah Owen, jr.	364 00	1 75
10817	do	do		
10817	do	do		
10826	Salem to Birch Tree	W. B. Hicks	482 50	4 63
10876	Houston to Eminence	John T. Angle	410 00	3 94
10889	Princeton to Half Rock	M. T. Green	150 00	1 44
10896	Houston to La Crosse, Ark.	M. G. Foster	1,600 00	2 65
10898	Patton to Appleton	Andrew Groas	245 92	2 36
10898	do	do		
10905	Carrollton to Waverly	U. E. Fisher	593 00	95
10905	do	do		
10906	Marionville to Clarksville	do	1,677 00	16 12
10908	Marshfield to Mingsville	Joseph M. McClanahan	219 00	2 18
10911	Ozark to Galena	A. R. Gouce	198 00	1 90
10911	do	do		
10921	Forsyth to Arno	William O. Stephens	294 00	2 42
10939	Trenton to Lindley	David S. Miller	298 00	2 95
10939	do	do		
10956	Albany to Maryville	John J. Hunter	675 00	2 16
10982	West Plains, Mountain Home	R. P. Ellison & Y. E. McClendon	452 00	4 34
10982	do	do		
10982	do	do		
6763	Summerfield to Selma	James Milton	200 00	64
7024	Vicksburgh to Greenwood	S. H. Parisott	7,500 00	36 03
7537	Beebe Station to Springfield	A. B. Gaylor	442 00	4 27
7537	do	do		
7573	Whiteville to Big North Fork	Joseph M. Smith	131 75	1 26

made from their pay, &amp;c.—Continued.

MAY 9, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Mar. 9, 1874	Waterville	Minn	Failed to arrive	}	\$4 24
Mar. 10, 1874	Faribault	Minn	do		
Mar. 7, 1874	do	Minn	Failed totally		
Mar. 7, 10, 1874	Hazlewood	Minn	Failed to arrive		
Mar. 7, 1874	Cannon River Falls	Minn	do		2 00
Mar. 10, 1874	Northfield	Minn	do		2 40
Feb. 23; Mar. 7, 9, 10, 1874	Rosemount	Minn	do	}	2 83
Mar. 7, 1874	Hastings	Minn	do		
Mar. 7, 1874	Langdon	Minn	do		7 15
Mar. 13, 27, 1874	Anoka	Minn	do		1 84
Mar. 4, 11, 1874	do	Minn	do		7 68
Mar. 10, 30, 1874	Brunswick	Minn	do		17 24
Mar. 7, 1874	Monticello	Minn	do		6 52
Mar. 9, 1874	Minneapolis	Minn	do		4 75
Jan. 22, 1874	Glenwood	Minn	do		7 69
Jan. 19, 1874	do	Minn	do		24 00
Jan. 23; Mar. 16, 1874	Benson	Minn	do		
Jan. 15, 29; Feb. 21, 26; Mar. 19, 24, 1874	Montevideo	Minn	do		
Jan. 19; Feb. 23, 1874	Norway Lake	Minn	do		5 26
Mar. 7, 1874	do	Minn	Failed totally		3 84
Mar. 7, 1874	do	Minn	do		3 94
Mar. 7, 19, 29, 1874	Glencoe	Minn	Failed to arrive		5 67
Feb. 27; Mar. 20, 1874	Heron Lake	Minn	do		5 10
Mar. 7, 1874	Waterville	Minn	do		1 92
Mar. 7, 1874	Willmar	Minn	Failed totally		2 00
Mar. 20, 1874	do	Minn	Failed to arrive		3 00
Jan. 3, 14, 21, 23, 1874	Benson	Minn	do		
Jan. 15, 22, 29; Feb. 21, 28, 1874	Lac qui Parle	Minn	do		14 49
Mar. 7, 10, 17, 1874	do	Minn	Failed totally		12 96
Mar. 9, 1874	Blue-Earth City	Minn	Failed to arrive		1 82
Jan. 14, 1874	Lac qui Parle	Minn	do		6 47
Mar. 20, 1874	Winona	Minn	do		1 12
Mar. 22, 1874	Willmar	Minn	do		3 00
Mar. 30, 1874	Worthington	Minn	do		9 60
Mar. 16, 1874	Spirit Lake	Minn	do		
Dec. 12, 1873	Marshall	Mo	do		1 84
Dec. 12, 1873	Malta Bend	Mo	do		
Mar. 12, 1874	Des Arc	Mo	do		9 21
Jan. 23; Feb. 24, 1874	Marble Hill	Mo	do		
Jan. 27; Mar. 7, 1874	Breckinridge	Mo	do		
Jan. 27, 1874	Timney's Grove	Mo	Traveled 10 miles		7 77
Mar. 7, 17, 1874	do	Mo	Failed to arrive		
Feb. 25, 1874	Salem	Mo	do		4 63
Jan. 23, 1874	Emmence	Mo	do		3 94
Jan. 31, 1874	Princeton	Mo	do		1 44
Mar. 14, 1874	La Crosse	Mo	Failed to arrive; carrier drunk	\$15 00	
Feb. 21; Mar. 7, 1874	Patton	Mo	Failed to arrive		7 08
Mar. 7, 1874	Appleton	Mo	do		
Feb. 24, 1874	Carrollton	Mo	do		1 90
Feb. 24, 1874	Waverly	Mo	do		
Mar. 6, 1874	Clarksville	Mo	do		16 12
Feb. 23, 1874	Marshfield	Mo	do		2 10
Feb. 21, 1874	Ozark	Mo	do		3 80
Feb. 6, 1874	Galena	Mo	do		2 82
Mar. 31, 1874	Forsyth	Mo	do		
Feb. 21, 1874	Trenton	Mo	do		1 90
Feb. 21, 1874	Lindley	Mo	do		
Jan. 28, 1874	Albany	Mo	do		2 16
Jan. 24; Feb. 15, 22, 1874	West Plains	Mo	do		
Aug. 8; Nov. 2; Dec. 12, 1873; Jan. 9; Feb. 13, 27; Mar. 6, 1874	Mountain Home	Mo	do	25 00	43 40
From July 1 to Oct. 10, 73	Yaukie Doodle	Mo	Failed to supply		
Sept. 26; Oct. 10, 28; Nov. 9, 26, 1873; Mar. 10, 13, 17, 20, 1874	Ala	Ala	Failed on entire route		14 03
Jan. 19, 22; Feb. 16, 1874	Greenwood	Miss	Failed to arrive		108 15
Feb. 24, 1874	Beche Station	Ark	do		8 54
Feb. 25, 1874	Springfield	Ark	do		
Jan. 24, 1874	Whiteville	Ark	do		1 26

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
7601	Washington to Rocky Comfort.....	James R. Hudson.....	\$699 00	\$6 72
7601	do.....	do.....		
7603	Washington to Clarksville.....	R. S. Van Wey.....	3,400 00	10 49
7604	Washington to Boston.....	do.....	2,000 00	6 41
7608	Arkadelphia to Big Bend.....	John R. Larnie.....	739 00	7 10
7608	do.....	do.....		
7666	Augusta to Jacksonport.....	George W. Tatman.....	550 00	5 29
8508	Galveston to Indianola.....	Charles Morgan.....	10,000 00	36 00
8094	Arcadia to Ringgold.....	George F. Brutt.....	776 00	3 73
8094	do.....	do.....		
11030	Wapello to New Boston.....	N. N. Larrance.....	800 00	1 28
11030	do.....	do.....		
11035	Sigourney to Oskaloosa.....	E. S. Alvord.....	602 25	1 30
11035	do.....	do.....		
11036	Mount Pleasant to Bentonport.....	J. H. Reeder.....	1,350 00	2 16
11037	Mount Pleasant to Marshall.....	T. V. Hutton.....	318 00	1 00
11065	Knoxville to Indianola.....	L. D. Reynolds.....	795 00	2 54
11070	Oskaloosa to Charlton.....	R. S. Robinson.....	550 00	2 64
11084	Milledgeville to Garden Grove.....	Wells Peppe.....	566 00	1 46
11115	Panora to Waukeo.....	C. A. Ferguson.....	518 00	
11119	Panora to Perry.....	McClaslan & Dunkin.....	293 00	1 43
11031	Morning Sun to Mount Pleasant.....	N. Powell.....	665 00	2 13
11120	Panora to Carrollton.....	Thomas H. Hall.....	600 00	2 24
11120	do.....	do.....		
11125	Winterset to Cromwell.....	David Richmond.....	801 00	3 22
11130	Bedford to Clarinda.....	D. H. Adams.....	500 00	1 60
11143	Exira to Atlantic.....	D. L. Anderson.....	920 00	1 47
11143	do.....	do.....		
11159	Davenport to Tipton.....	Stephen McKinley.....	750 00	3 60
11159	do.....	do.....		
11173	Iowa City to Millersburgh.....	Ira Young.....	697 00	2 23
11186	State Centre to Iowa Falls.....	Michael Kelly.....	890 00	4 27
11189	Princeton to Davenport.....	John Fanning.....	1,120 00	1 79
11195	Bellevue to Andrew.....	Thomas H. Davis.....	1,464 00	2 34
11195	do.....	do.....		
11209	Centre Point to Raymond.....	William H. Pringle.....	638 00	2 00
11210	Belle Plain to Victor.....	F. P. Hutchins.....	130 00	1 25
11210	do.....	do.....		
11214A	Greenwood Centre to Algona.....	William Gibbons.....	300 00	96
11231A	Orchard to Rock Falls.....	J. H. Palmer.....	560 00	1 25
11231A	do.....	do.....		
11247	Dubuque to Guttenberg.....	Haskell & Cheney.....	1,094 00	3 50
11249	Dyersville to Postville.....	N. J. Leyton.....	2,016 00	3 44
11265	West Union to Jacksonville.....	L. J. McGoan.....	630 00	2 00
11268	West Union to Waverly.....	A. Martin.....	900 00	4 30
11269	Bradford to Lawler.....	John Harvey.....	390 00	1 25
11273	Waverly to Butler Centre.....	M. Hollenbeck.....	727 00	1 16
11288	Cresco to Preston.....	M. V. Nichols.....	777 00	2 50
11288	do.....	do.....		
11295	Osage to Staceyville.....	do.....	375 00	1 20
11303	Hampton to Cold Water.....	Philo Hall.....	230 00	1 10
11311	Carpenter to Bristol.....	A. B. McKinley.....	670 00	1 33
11311	do.....	do.....		
11315	Ames to Belmont.....	Haskell & Cheney.....	550 00	5 24
11318	Webster City to Belmont.....	L. A. Loomis.....	794 50	
11328	Dakotah to Emmittsburg.....	A. A. Call.....	984 00	3 15
11328	do.....	do.....		
11331	Garner to Forest City.....	W. Aldrich.....	688 00	1 10
11331	do.....	do.....		
11332	Emmettsburgh to Spirit Lake.....	Haskell and Cheney.....	533 94	2 99
11332	do.....	do.....		
11337	Carrollton to Carroll City.....	Thomas Hiron.....	280 00	93
11338	Sac City to Newell.....	Benjamin E. Piper.....	525 00	2 4
11342A	Pringham to Sheldon.....	Orin Finch.....	624 00	1 00
11342A	do.....	do.....		

made from their pay, &amp;c.—Continued.

MAY 9, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 13, 30, 1874 .....	Rocky Comfort .....	Ark .....	Failed to arrive .....	}	\$80 64
Mar., 1874 .....	Clarksville .....	Ark .....	Failed totally, five times .....		108 90
Mar. 3, 5, 7, 10, 14, 17, 21, 25, 28, 31, 1874 .....	Washington .....	Ark .....	Failed to arrive .....		83 33
Month of Mar., 1874 .....	Washington .....	Ark .....	Failed to arrive thirteen times; performed service to Rondo.		
Mar. 3, 1874 .....	Arkadelphia .....	Ark .....	Failed to arrive .....	}	14 30
Jan. 23, 1874 .....	Big Bend .....	Ark .....	do .....		132 21
Quarter ending Mar. 31, '74 .....	Big Bend .....	Ark .....	But one-half trip performed.		108 60
Month of Feb., 1874 .....	Galveston .....	Tex .....	Twelve arrivals due, but nine made.		
Jan. 3, 1874 .....	Arcadia .....	La .....	Failed to arrive .....	}	41 03
Jan. 6, 9, 13, 16; Mar. 6, 10, 20, 24, 27, 31, 1874 .....	Ringgold .....	La .....	do .....		
Jan. 14; Mar. 3, 4, 7, 1874 .....	New Boston .....	Iowa .....	do .....		10 94
Jan. 14; Mar. 3, 4, 7, 1874 .....	Wapello .....	Iowa .....	do .....	}	5 79
Jan. 23; Mar. 11, 1874 .....	Sigourney .....	Iowa .....	do .....		6 48
Jan. 23, 1874 .....	Oskaloosa .....	Iowa .....	do .....		4 09
Mar. 3, 6, 7, 1874 .....	Mount Pleasant .....	Iowa .....	do .....	}	5 08
Mar. 11, 16, 1874 .....	Indianola .....	Iowa .....	Failed totally .....		2 64
Mar. 3, 5, 1874 .....	Indianola .....	Iowa .....	Failed to arrive .....		1 86
Feb. 6, 1874 .....	Oskaloosa .....	Iowa .....	do .....	}	8 33
Feb. 10, 1874 .....	Milledgeville .....	Iowa .....	do .....		
Months of Feb. and Mar., 1874 .....	Redfield .....	Iowa .....	Failed to supply .....		
Mar. 7, 1874 .....	Mount Pleasant .....	Iowa .....	Failed totally .....	}	2 86
Mar. 7, 1874 .....	Mount Pleasant .....	Iowa .....	Failed to arrive .....		2 13
Feb. 23, 1874 .....	Panora .....	Iowa .....	do .....		5 88
Feb. 24, 1874 .....	Carrollton .....	Iowa .....	do .....	}	3 93
Mar. 3, 1874 .....	Cromwell .....	Iowa .....	do .....		3 30
Mar. 9, 19, 1874 .....	Bedford .....	Iowa .....	do .....		4 41
Mar. 5, 1874 .....	Extra .....	Iowa .....	do .....	}	14 40
Mar. 19, 1874 .....	Extra .....	Iowa .....	Failed totally .....		2 23
Jan. 5; Mar. 9, 1874 .....	Davenport .....	Iowa .....	Failed to arrive .....		4 27
Jan. 6; Mar. 10, 1874 .....	Tipton .....	Iowa .....	do .....	}	3 58
Mar. 6, 1874 .....	Iowa City .....	Iowa .....	do .....		4 68
Feb. 23, 1874 .....	Iowa Falls .....	Iowa .....	do .....		2 00
Mar. 5, 1874 .....	Iowa .....	Iowa .....	Failed totally .....	}	2 50
Mar. 3, 1874 .....	Bellevue .....	Iowa .....	Failed to arrive .....		3 84
Jan. 23, 1874 .....	Andrew .....	Iowa .....	do .....		
Feb. 23, 1874 .....	Centre Point .....	Iowa .....	do .....	}	2 50
Mar. 7, 1874 .....	Belle Plain .....	Iowa .....	do .....		3 84
Mar. 14, 1874 .....	Victor .....	Iowa .....	do .....		
Mar. 5, 12, 19, 21, 1874 .....	Greenwood Centre .....	Iowa .....	do .....	}	2 50
Mar. 18, 1874 .....	Orchard .....	Iowa .....	do .....		3 24
Mar. 17, 1874 .....	Rock Falls .....	Iowa .....	do .....		
Mar. 11, 18, 20, 1874 .....	Guttenberg .....	Iowa .....	Failed to arrive; came within 6 miles each time.	}	7 44
Jan. 23; Mar. 7, 17, 1874 .....	Dyersville .....	Iowa .....	Failed to arrive .....		2 00
Mar. 18, 1874 .....	West Union .....	Iowa .....	do .....		4 30
Mar. 7, 1874 .....	do .....	Iowa .....	do .....	}	1 25
Feb. 25, 1874 .....	Lawler .....	Iowa .....	do .....		1 16
Feb. 23, 1874 .....	Butler Centre .....	Iowa .....	do .....		10 00
Feb. 24; Mar. 17, 1874 .....	Cresco .....	Iowa .....	do .....	}	1 30
Mar. 9, 20, 1874 .....	Preston .....	Iowa .....	do .....		4 40
Mar. 7, 1874 .....	Staceyville .....	Iowa .....	do .....		3 49
Mar. 7, 18, 1874 .....	do .....	Iowa .....	Failed totally .....	}	10 56
Feb. 16; Mar. 9, 17, 1874 .....	Carpenter .....	Iowa .....	Failed to arrive .....		
Mar. 7, 1874 .....	Bristol .....	Iowa .....	do .....		
Jan. 24, 31, 1874 .....	Belmond .....	Iowa .....	do .....	}	\$10 00
Feb. and Mar., 1874 .....	Waterman .....	Iowa .....	Failures and irregularities.		
Mar. 5, 10, 1874 .....	Dakota .....	Iowa .....	Failure to arrive .....		
Quarter end'g Mar. 31, '74 .....	Fern Valley and Rolfe .....	Iowa .....	Failure to supply, and irregularities.	}	6 30
Feb. 23; Mar. 7, 9, 12, 1874 .....	Garnet .....	Iowa .....	Failed to arrive .....		8 80
Feb. 23; Mar. 7, 9, 10, 1874 .....	Forest City .....	Iowa .....	do .....		
Mar. 9, 16, 1874 .....	Emmitteburgh .....	Iowa .....	do .....	}	8 97
Feb. 23, 1874 .....	Spirit Lake .....	Iowa .....	do .....		1 86
Feb. 23, 1874 .....	do .....	Iowa .....	Failed totally .....		3 36
Feb. 23; Mar. 7, 1874 .....	do .....	Iowa .....	do .....	}	4 00
Feb. 23, 1874 .....	Pringham .....	Iowa .....	Failed to arrive .....		
Feb. 23; Mar. 16, 19, 1874 .....	Sheldon .....	Iowa .....	do .....		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
11345	Sioux City to Sioux Falls.....	C. E. and D. T. Hedges .....	\$990 00	\$9 50
11359	Mechanicsville to Iowa City.....	Hall McCleave.....	540 00	2 60
11361	Storm Lake to Spencer.....	T. M. Selkirk.....	825 00	1 32
11361	.....do.....	do.....		
11374	Exira to Carroll City.....	S. K. Landis.....	400 00	3 84
7181	Brookhaven to Monticello.....	H. Lewenthall.....	392 50	1 25
7181	.....do.....	do.....		
7194	Magnolia to Columbia.....	W. L. Lampton.....	780 00	3 15
7194	.....do.....	do.....		
7588	Springfield to Moreland.....	Miles Mount.....	278 00	2 67
7612	Arkadelphia, Washington, Hope.....	Henry Tisdale.....	5,552 50	\$6 90, 1 64
	.....do.....	.....do.....	1,009 55	
7612	.....do.....	.....do.....		
10715	Alton to Greenville.....	U. E. Fisher.....	6,785 44	10 77
10715	.....do.....	do.....		
10613	Windsor, Lamar, Carthage, and side supply.....	Adam E. Smith.....	8,760 00	\$13 97, 3 90
	.....do.....	do.....		3 24
10813	.....do.....	do.....		
5064	Leakeville to Penn's Store.....	E. T. Clemmons.....	568 00	2 62
5071	Fayetteville to Shoe Heel.....	do.....	389 00	3 74
9093	Carrollton to Summitville.....	R. H. & H. McCleave.....	390 00	1 28
9093	.....do.....	do.....		
9098	Woodsfield to Centre View.....	E. M. Finney.....	590 00	2 50
9078	New Hagerstown to Amsterdam.....	Robert Henderson.....	424 00	1 23
9078	.....do.....	do.....		
9100	Caldwell to Spencer Station.....	N. C. and W. B. Calland.....	994 00	3 12
9100	.....do.....	do.....		
9101	Caldwell to Gumber.....	William W. Lanam.....	694 00	2 23
9101	.....do.....	do.....		
9101	.....do.....	do.....		
9101	.....do.....	do.....		
9103	Cambridge to Cumberland.....	Barzilla Dilley.....	470 00	75
9103	.....do.....	do.....		
9112	Uhricksville to Cadwallader.....	D. A. Baker, jr.....	394 00	1 56
9112	.....do.....	do.....		
9119	Zanesville to Coshocton.....	R. H. and H. McCleave.....	690 00	3 22
9191	Zanesville to McConnellsville.....	Porter & Pyle.....	1,340 00	2 15
9191	.....do.....	do.....		
9129	Millersburgh to Keene.....	G. G. Andrews.....	4 31	1 22
9129	.....do.....	do.....		
9130	Walhonding to Nashville.....	S. B. Spencer.....	135 00	1 20
9130	.....do.....	do.....		
9143	Warren to Sharon.....	William Ward.....	674 00	1 06
9143	.....do.....	do.....		
9144	Jefferson to Bazetta.....	L. A. Percy.....	980 00	1 13
9155	Sandusky to Kelley's Island.....	Henry Elfers.....	300 00	95
9155	.....do.....	do.....		
9160	Massillon to Wilmot.....	A. F. Ankerman.....	1,136 00	1 62
9162	McDonaldsville to Akron.....	S. P. Bachtet.....	496 00	1 52
9162	.....do.....	do.....		
9168	Wooster to Pike Station.....	Garret Dorland.....	599 00	96
9168	.....do.....	do.....		
9169	Wooster to Wellington.....	William R. McClellan.....	675 00	2 16
9169	.....do.....	do.....		
9171	Wooster to Lake Fork.....	D. A. Baker, jr.....	198 00	1 90
9171	.....do.....	do.....		
9175	Cleveland to Brunswick.....	John Goodrich.....	899 00	1 44
9175	.....do.....	do.....		
9179	Rawsonville to Burbank.....	Garret Dorland.....	696 60	1 22
9179	.....do.....	do.....		
9196	Cleveland to Copley.....	Rufus Haywood.....	948 00	3 04
9196	.....do.....	do.....		
9203	Jefferson to Lineville Station.....	Lucas Thompson.....	708 73	2 27
9216	Carrollton to Maysville.....	William Campbell.....	351 56	1 12
9216	.....do.....	do.....		

made from their pay, &amp;c.—Continued.

MAY 9, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Mar. 18, 1874	Sioux Falls	Iowa	Failed to arrive <sup>1</sup>		\$9 50
Mar. 7, 1874	Iowa City	Iowa	do		2 60
Mar. 7, 1874	Storm Lake	Iowa	do		9 24
Feb. 23; Mar. 6, 7, 9, 11, 17, 1874	Spencer	Iowa	do		
Mar. 11, 1874	Carroll City	Iowa	Failed to arrive; traveled 16 miles.		4 26
Mar. 19, 1874	Brookhaven	Miss.	Failed to arrive		2 50
Mar. 23, 1874	Monticello	Miss.	do		
Mar. 27, 1874	Magnolia	Miss.	do		11 25
Mar. 25, 26, 1874	Columbia	Miss.	do		2 67
Feb. 21, 1874	Moreland	Ark.	do		
Jan. 6, 7, 23; Feb. 10, 13, 14, 17, 19, 20, 21, 24, 26, 27, 28, 1874; Mar. 19 times totally.	Arkadelphia	Ark.	do		
Jan. 2, 5, 7, 9, 12, 14, 16, 19, 21, 23, 26, 28, 30; Feb. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27, 1874.	Washington	Ark.	do		685 30
Mar. 6, 11, 1874	Alton	Mo.	do		32 61
Mar. 7, 1874	Greenville	Mo.	do		
Feb. 6, 19, 21; Mar. 20, 31, '74	Carthage	Mo.	do		19 84
Feb. 4, 1874	Nevada	Mo.	do		
Jan. 7; Feb. 25, 1874	Leaksville	N. C.	do		5 64
Jan. 12, 1874	Shoe Heel	N. C.	Failed to arrive; traveled 26 miles.		2 48
Jan. 7; Feb. 21, 1874	Carroll	Ohio	Failed to arrive		7 50
Jan. 7; Feb. 21, 1874	Summitville	Ohio	do		
Mar. 6, 1874	Woodfield	Ohio	do		2 50
Jan. 8, 1874	New Hagerstown	Ohio	do		2 70
Jan. 8, 1874	Amsterdam	Ohio	do		
Feb. 21, 1874	Calais	Ohio	Failed to supply	\$3 00	
Feb. 21, 1874	Atlas	Ohio	do		
Jan. 6, 8, 1874	Caldwell	Ohio	Failed to arrive		
Jan. 7, 1874	Gomber	Ohio	do	6 00	6 69
Jan. 19, 1874	do	Ohio	Failed to connect		
Jan. 10, 1874	do	Ohio	Failed to take all mail		
Jan. 6, 8, 10, 23, 31, 1874	Cambridge	Ohio	Failed to arrive		7 50
Jan. 6, 7, 9, 12, 23, 1874	Cumberland	Ohio	do		
Jan. 9; Feb. 23, 1874	Uhricksville	Ohio	do		6 25
Jan. 9; Feb. 23, 1874	Cadwallader	Ohio	do		3 30
Jan. 8, 1874	Zanesville	Ohio	do		15 00
Jan. 7, 8, 17, 1874	do	Ohio	do		
Jan. 7, 10, 24; Feb. 23, 1874	McConnellsville	Ohio	do		6 90
Feb. 23, 25, 1874	Millersburgh	Ohio	do		3 90
Jan. 10; Feb. 24, 26, 1874	Keene	Ohio	do		
Jan. 1, 8, 1874	Walbonding	Ohio	do		12 72
Jan. 7, 1874	Nashville	Ohio	do		1 55
Jan. 7, 8, 17; Mar. 4, 6, 9, '74	Warren	Ohio	do		7 60
Jan. 6, 7, 16; Feb. 3, 5, 7, '74	Sharon	Ohio	do		1 68
Mar. 10, 1874	Jefferson	Ohio	do		3 16
Month of Jan., 1874	Sandusky	Ohio	Failed to arrive 4 times		6 72
Month of Jan., 1874	Kelly's Station	Ohio	do		4 32
Feb. 23, 1874	Wilmet	Ohio	Failed to arrive		9 50
Jan. 8, 1874	McDonaldsville	Ohio	do		
Jan. 8, 1874	Akron	Ohio	do		11 50
Jan. 10, 12, 26, 1874	Wooster	Ohio	do		
Jan. 9, 10, 13, 24, 1874	Pike Station	Ohio	do		2 75
Jan. 7, 1874	Wooster	Ohio	do		
Jan. 8, 1874	Wellington	Ohio	do		12 15
Feb. 14, 21, 1874	Wooster	Ohio	do		
Feb. 7, 14, 21, 1874	Lake Fork	Ohio	do		2 00
Jan. 6; Feb. 23, 25; Mar. 12, 1874	Cleveland	Ohio	do		
Jan. 8; Feb. 24, 26; Mar. 12, 1874	Brunswick	Ohio	do		2 25
Jan. 8, 1874	Rawsonville	Ohio	do		
Jan. 8, 1874	Burbank	Ohio	do		
Feb. 25; Mar. 4, 1873	Cleveland	Ohio	do		
Feb. 3; Mar. 5, 1874	Copley	Ohio	do		
Mar. 4, 20, 1874	Steamsburgh, Pa.	Ohio	Failure to visit	2 00	
Jan. 7, 1874	Carrollton	Ohio	Failure to arrive		
Jan. 7, 1874	Maysville	Ohio	do		2 25

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
9218	Millersburgh to Canal Dover .....	Abel R. Smith .....	\$728 58	\$2 31
9218	do .....	do .....		
9221	North Fairfield to Greenwich Station .....	Francis Rogers .....	130 00	41
9221	do .....	do .....		
9233	Lancaster to Hebron .....	T. S. Millhouse .....	543 00	1 74
9233	do .....	do .....		
9293	Upper Sandusky to Melmore .....	Amos Bowsher .....	575 00	1 84
9295	Mount Gilead to Fredericktown .....	Abram Conklin .....	590 00	95
9295	do .....	do .....		
9308	Marietta to Beverly .....	John Stewart .....	315 00	50
9336	Rainsborough to Locust Grove .....	David Keeler .....	255 00	2 45
9343	McConnellsville to Beverly .....	R. D. Johnson & Co. ....	440 00	1 41
9343	do .....	do .....		
9352	Sciotoville to Ironton .....	T. S. Campbell .....	1,300 00	2 08
9383	Findlay to Ottawa .....	Joseph Blackburn .....	325 00	1 56
9383	do .....	do .....		
9384	Findlay to Bowling Green .....	James Archer .....	480 00	1 54
9384	do .....	do .....		
9425	Farmer to Antwerp .....	H. W. Hill .....	278 00	1 33
9425	do .....	do .....		
9439	Oxford to Brookville .....	D. A. Baker, Jr. ....	174 00	1 67
9462	Zaliski to Swan .....	William F. Mathews .....	240 00	77
9462	do .....	do .....		
9463	West Union to Mineral Springs .....	John Brawner .....	300 00	96
9463	do .....	do .....		
9479	New England to Coolville .....	F. S. Monahan .....	319 00	1 02
9479	do .....	do .....		
9505	West Salem to Plympton .....	R. H. and H. McCleave .....	564 00	2 71
9500	Geneva to Morgan .....	Cæsus Woodruff .....	696 00	1 11
9500	do .....	do .....		
9524	Sandusky to North Bass Island .....	Jacob Muckley .....	750 00	2 40
9524	do .....	do .....		
12569	South Lyons to Ann Arbor .....	Thomas Dunlap .....	290 00	1 38
12727	Ionia to Vermontville .....	Charles Stevens .....	271 00	2 65
12819	Montague to Aetna .....	George C. Rice .....	299 00	2 08
12819	do .....	do .....		
12830	Big Rapids, Sherman, Traverse City .....	H. D. Campbell .....	1,647 11	2 02
12830	do .....	do .....	724 86	6 97
12840	Saint James to Mackinaw .....	Thomas Chambers .....	400 00	7 69
12840	do .....	do .....		
12841	Mackinaw to Cheboygan .....	Alfred Watson .....	890 00	4 28
12862	Hancock to Rockland .....	Jeremiah Crowin .....	2,800 00	4 48
12862	do .....	do .....		
7209	Oxford to Tyro .....	C. W. Smith .....	350 00	3 56
7209	do .....	do .....		
5074	Sandford, Carthage, High Point .....	Barnabas Burns .....	1,455 12	\$1 11, 5 32
5078	Morrisville to Pittsborough .....	E. T. Clemmons .....	183 00	1 75
5078	do .....	do .....		
5079	Pittsborough to Lockville .....	R. G. Enbank .....	368 00	57
5079	do .....	do .....		
5079	do .....	do .....		
5080	Pittsborough to Egypt Depot .....	E. T. Clemmons .....	269 00	1 41
5080	do .....	do .....		
5085	Troy to Brower's Mills .....	David Allen .....	192 00	1 84
5086	Bostick's Mills to Troy .....	Larkin Brewer .....	418 00	2 00
5086	do .....	do .....		
5088	Hillsborough, Black Walnut, South Boston Depot .....	C. M. Comklu .....	558 92	1 89, 6 28
5088	do .....	do .....		



made from their pay, &amp;c.—Continued.

MAY 9, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 7, 1874	Millersburgh	Ohio	Failed to arrive		\$9 24
Jan. 6, 8; Feb. 24, 1874	Canal Dover	Ohio	do.		
Jan. 7, 31; Mar. 4, 1874	North Fairfield	Ohio	do.		2 45
Jan. 7, 31; Mar. 4, 1874	Greenwich Stat'n	Ohio	do.		
Jan. 7, 1874	Lancaster	Ohio	do.		3 50
Jan. 8, 1874	Hebron	Ohio	do.		
Jan. 23, 24, 1874	Melmore	Ohio	do.		3 65
Jan. 7, 24, 1874	Mount Gilead	Ohio	do.		2 85
Jan. 7, 1874	Fredericktown	Ohio	do.		
Jan. 6, 8, 10; Feb. 24, 26, 1874	Marietta	Ohio	do.		2 50
Mar. 7, 1874	Rainborough	Ohio	do.		2 45
Jan. 8, 1874	McConnellsville	Ohio	do.		2 80
Jan. 15, 1874	Beverly	Ohio	do.		
Jan. 7, 8, 9, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31; Feb. 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19; Mar. 20, 1874	Ironton	Ohio	do.		38 50
Jan. 24; Feb. 24, 1874	Findlay	Ohio	do.		6 25
Jan. 23; Feb. 24, 1874	Ottawa	Ohio	do.		
Jan. 23, 28, 1874	Findlay	Ohio	do.		4 60
Jan. 24, 1874	Bowling Green	Ohio	do.		
Jan. 23, 1874	Farmer	Ohio	do.		2 65
Jan. 23, 1874	Antwerp	Ohio	do.		
Mar. 6, 30, 1874	Oxford	Ohio	do.		3 34
Jan. 2, 7, 1874	Zaleski	Ohio	do.		3 00
Jan. 2, 7, 1874	Swan	Ohio	do.		
Jan. 7, 9, 23; Feb. 23, 1874	West Union	Ohio	do.		7 68
Jan. 7, 19, 23, 28, 1874	Mineral Springs	Ohio	do.		
Jan. 8, 20; Feb. 24; Mar. 7, 1874	New England	Ohio	do.		8 15
Jan. 8, 20; Feb. 24; Mar. 7, 1874	Coolville	Ohio	do.		
Jan. 10, 1874	West Salem	Ohio	do.		2 70
Jan. 6, 7, 8; Mar. 12, 14, 1874	Geneva	Ohio	do.		12 20
Jan. 7, 8, 9; Mar. 9, 11, 13, 1874	Morgan	Ohio	do.		
Mar. 4, 6, 9, 11, 1874	Sandusky	Ohio	do.		
Mar. 3, 9, 1874	North Bass Island	Ohio	do.		14 40
Mar. 3, 7, 1874	Ann Arbor	Mich	do.		2 75
Jan. 29, 1874	Ionia	Mich	do.		2 65
Jan. 16, 1874	Montague	Mich	do.		5 75
Jan. 16, 1874	Aetna	Mich	do.		2 62
Jan. 12, 1874	Traverse City	Mich	do.		6 97
Mar. 14, 1874	Home	Mich	do.		23 00
Jan. 1 trip, 1874	Saint James	Mich	do.		4 28
Jan. 2 trips, 1874	Mackinaw	Mich	do.		17 92
Jan. 5, 1874	Choboygan	Mich	do.		
Mar. 9, 19, 1874	Hancock	Mich	do.		
Mar. 9, 18, 1874	Rockland	Mich	do.		
Mar. 4, 11, 23, 1874	Oxford	Miss	do.		26 83
Feb. 18, 26; Mar. 4, 11, 25, 1874	Tyro	Miss	do.		
Jan. 6; Feb. 3, 1874	Carthage	N. C.	do.		2 22
Jan. 2, 1874	Morrisville	N. C.	do.		3 50
Jan. 10, 1874	Pittsborough	N. C.	do.		
Feb. 25, 1874	do.	N. C.	do.		
Feb. 3, 25, 1874	Lockville	N. C.	do.	\$1 00	1 71
Mar. 21, 1874	do.	N. C.	Mail without lock		
Jan. 6, 8; Feb. 26, 1874	Pittsborough	N. C.	Failed to arrive		
Jan. 6, 8; Feb. 3; Mar. 17, 1874	Egypt Depot	N. C.	do.		9 87
Jan. 3; Feb. 2, 1874	Brower's Mills	N. C.	do.		3 68
Jan. 5, 1874	Bostick's Mills	N. C.	do.		4 00
Jan. 5, 1874	Troy	N. C.	do.		
Jan. 6, 1874	Black Walnut from Hillsborough	N. C.	do.		
Jan. 8; Feb. 2, 4, 5, 7, 9, 11, 12, 14, 16, 18, 19, 21, 23, 25, 26, 27, 28, 1874	Black Walnut from South Boston Depot	N. C.	do.		6 57

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Terminal of route.	Contractor's name.	Annual compensation.	Half-trip.
14007	White Cloud to Netawaka .....	S. P. Wheeler .....	\$350 00	\$3 36
14007	do .....	do .....		
14154	Hanover, New Scandinavia, Cora .....	do .....	4,841 00	\$5 55, 5 22, and 3 70
14154	do .....	do .....		
14227	New Scandinavia to Jewell .....	do .....	825 00	2 64
14406	Plattsmouth, Weeping Water, Eagle .....	Richard Lounsbury .....	1,360 00	1 70, 0 96
14406	do .....	do .....		
14406	do .....	do .....		
14411	Nebraska City to Marysville .....	M. V. Nichols .....	7,945 00	11 60
14411	do .....	do .....		
14413	Brownville to Tecumseh .....	S. P. Wheeler .....	994 00	4 44
14425	Dakotah to Niobrara .....	R. H. Wilbur .....	2,309 00	7 02
14439	Seward to Grand Island with side supply .....	S. P. Wheeler .....	2,381 00	5 83, 2 70
14443	Fairbury to Bellville .....	Charles Andrews .....	293 39	2 80
14444	De Witt to Empire .....	William Remington .....	877 00	4 10
14461	Ulysses to Schuyler .....	John Gilbanks .....	455 00	4 37
14476	Plattsmouth to Arago .....	Trisael & Lounsbury .....	3,036 00	4 86
14477	Rulo to Bigelow .....	S. P. Wheeler .....	535 00	27
14506	Juniata to Red Cloud .....	William R. Craig .....	624 00	3 00
14506	do .....	do .....		
14506	Fairmont to York .....	C. H. Cotter .....	629 00	1 00
14506	do .....	do .....		
14515	Columbus to York .....	do .....	1,030 50	4 85
11344	Cherokee, Spencer, Jackson .....	H. S. Bailey .....	2,551 00	2 90, 2 63
11344	do .....	do .....		
11344	do .....	do .....		
11344	do .....	do .....		
11381	Algona, Spencer, Sioux Falls .....	M. V. Nichols .....	3,555 64	3 31, 7 13
11381	do .....	do .....		
7612	Benton, Washington, Arkadelphia, Washington, Hope .....	Henry Tisdale .....	10,500 00	16 22
7612	do .....	do .....	5,552 00	8 90
7612	do .....	do .....	6,562 05	10 51
7612	do .....	do .....		
8579	Navasota to Montgomery .....	P. A. Smith .....	800 00	3 84
8614	Linden to Walnut Hill .....	W. B. Hicks .....	701 00	6 74
8640	Crockett to Nacogdoches .....	Mitchell & Orton .....	2,330 00	8 02
8640	do .....	do .....		
8651	Livingston to Nacogdoches .....	D. H. L. Hogg .....	1,100 00	10 57
8657	Jasper to Newton .....	W. H. Bendy .....	900 00	1 92
8657	do .....	do .....		
8730	McKenney to Denton .....	John Rattan .....	845 00	4 06
8003	Baton Rouge to Livonia .....	D. C. Moulton .....	360 00	1 15
8018	Covington to Columbia .....	Franklin Fortinberry .....	650 00	6 25
6763a	Summerfield to Selma .....	Archibald Calhoun .....	832 00	2 06
7509b	White River to Jacksonport .....	John B. Davis .....	11,800 00	56 73
7510c	Jacksonport to Pochontas .....	M. R. Harvey .....	5,000 00	24 04
8006d	Vicksburg to New Orleans .....	Thomas P. Leathers .....	10,000 00	96 15
8112e	Washington to Churchville .....	C. C. Dusen .....	400 00	3 94
10962f	West Plains to Mountain Home .....	R. P. Ellison and Y. E. McClendon .....	452 00	
14840g	Happy Camp to Waldo, Oreg .....	Richard Humphreys .....	600 00	5 76

a Remit \$56.52, the deduction reported to Auditor April 23, 1874. The deduction from the pay of A. for route 6763.

b Remit \$113.46 of the deduction reported to Auditor January 24, 1874, it appearing from certified by postmaster.

c Remit \$48.16 of the deduction reported to Auditor May 2, 1874, it appearing from register from d Remit \$5, the fine reported to Auditor April 23, 1874, it appearing from statement of Captain

e Remit \$46.16 of the deduction reported April 18, 1874, it appearing from register from Churchville f Remove suspension of pay ordered September 30, 1873, contractors having resumed the supply e

g Remit \$5 of the deduction reported to Auditor February 23, 1873, evidence having been received the

MAY 9, 1874, INCLUSIVE—Cont'd.

26 miles of service was performed December 23, 1872.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
5089	Hillsborough, Oaks, Snow Camp.....	Abner Conklin.....	\$220 00	\$0 70, \$0 70
5091	Durham's to Chapel Hill.....	Cave M. Conklin.....	300 00	42
5091	do.....	do.....		
5092	Durham's to South Lowell.....	Joseph W. Garrard.....	200 00	1 92
5101	Greensborough to Yanceyville.....	William W. White.....	656 00	3 15
5101	do.....	do.....		
5102	Greensborough to Pittsborough.....	J. P. Albright.....	348 00	3 34
5107	Reidsville to Hilldale.....	George H. Holderby.....	170 00	1 63
5109	Madison to Mount Airy.....	James P. Williams.....	295 00	2 53
5109	do.....	do.....		
5119	Salem to Wytheville.....	C. H. Lynch.....	1,500 00	4 60
5120	Salem, Madison, Reidsville.....	B. F. Foy.....	1,692 96	2 52, 1 45
5120	do.....	do.....		
5120	do.....	do.....		
5127	Lexington to Statesville.....	W. A. Heitman.....	340 00	3 26
5139	Salisbury to Cheraw.....	Daniel McLean.....	1,447 00	6 95
5145	Wadesborough to Charlotte.....	E. T. Clemmons.....	2,200 00	3 51
5145	do.....	do.....		
5151	Monroe to Coburn's Store.....	Henry Shell.....	190 00	1 15
5156	Shelby to Spartanburgh Court-House.....	J. L. Eskridge.....	297 00	2 57
5156	do.....	do.....		
5186	Wilkesborough to Mouth of Wilson.....	George Sturgill.....	295 00	2 16
5188	Wilkesborough to Jefferson.....	William W. White.....	531 00	1 70
5188	do.....	do.....		
5191	Jefferson to Helton.....	A. C. Jones.....	55	52
5191	do.....	do.....		
5192	Burnsville to Elizabethton.....	P. Williams.....	287 00	2 55
5192	do.....	do.....		
5194	Burnsville to Marion.....	Squire O. Deaver.....	388 00	1 54
5194	do.....	do.....		
5198	Hendersonville to Casher's Valley.....	S. T. Featherston.....	430 00	4 13
5201	Asheville to Waynesville.....	William King, jr.....	316 00	3 13
5201	do.....	do.....		
5203	Marshall to Greenville.....	Hiram B. Phillips.....	245 00	2 35
5208	Waynesville to Valley Town.....	A. L. Cooper and M. B. Crisp.....	408 00	3 92
5210	Casher's Valley to Clayton.....	Hosea Bumgarner and P. McCall.....	245 00	2 35
5210	do.....	do.....		
9102	Buffalo to Dyson's.....	D. A. Baker, jr.....	41 33	5
9102	do.....	do.....		
10022	Elizabethton to Jefferson.....	Morgan Trivett.....	1,140 00	3 65
10023	Taylorsville to Abingdon.....	William W. White.....	1,176 00	1 57
10030	Kingsport to Jonesborough.....	Samuel Crabtree.....	299 00	1 43
10036	Rogersville to Blountsville.....	John S. Henderson.....	460 00	2 30
10037	Rogersville to Jonesville.....	George C. Bradley.....	390 00	1 25
10037	do.....	do.....		
10037	do.....	do.....		
10038	Rogersville to Tazewell.....	do.....	646 00	3 10
10038	do.....	do.....		
10039	Rutledge to Dandridge.....	J. Clay Gass.....	895 00	1 43
10042	Serviersville to Casher's Valley.....	J. S. Conner.....	464 00	4 46
10042	do.....	do.....		

made from their pay, &amp;c.—Continued.

MAY 16, 1874, INCLUSIVE.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 2; Feb. 6, 1874	Snow Camp	N. C.	Failed to arrive		\$1 40
Jan. 1, 2, 3; Feb. 4, 1874	Durham's	N. C.	do		3 36
Jan. 7; Feb. 4, 26, 1874	Chapel Hill	N. C.	do		6 78
Jan. 14; Feb. 4, 25, 1874	Durham's	N. C.	Failed to arrive; traveled 11 miles each trip.		
Jan. 8; Mar. 16, 1874	Yanceyville	N. C.	Traveled 5 miles		14 15
Mar. 2, 1874	do	N. C.	Failed to arrive		1 76
Feb. 25, 1874	Pittsborough	N. C.	Failed to arrive; traveled all but 16 miles.		1 63
Jan. 7, 1874	Hillsdale	N. C.	Failed to arrive		5 66
Feb. 18, 1874	Madison	N. C.	do		4 80
Feb. 19, 1874	Mount Airy	N. C.	do		
Jan. 15, 1874	Whyteville	N. C.	do		
Jan. 6, 1874	Madison from Salem.	N. C.	Failed to arrive; traveled all but 8 miles.		5 57
Jan. 7, 8, 1874	Madison from Reidsville.	N. C.	Failed to arrive		
Jan. 7, 1874	Reidsville	N. C.	do		4 92
Jan. 6, 1874	Statesville	N. C.	Failed to arrive; traveled 12 miles.		6 95
Jan. 6, 1874	Cheraw	N. C.	Failed to arrive		24 57
Jan. 5; Feb. 3, 6, 9, 25, 1874	Wadesborough	N. C.	do		1 80
Feb. 4, 25, 1874	Charlotte	N. C.	do		
Jan. 14, 1874	Mouroe	N. C.	Failed to arrive; went 3 miles.		
Jan. 8; Mar. 13, 1874	Shelby	N. C.	Failed to arrive; traveled 10 miles.		14 26
Jan. 15; Feb. 26, 1874	do	N. C.	Failed to arrive		2 16
Jan. 9, 1874	Wilkesborough	N. C.	do		4 62
Jan. 1, 1874	do	N. C.	Traveled 22 miles		1 04
Jan. 6, 8, 1874	do	N. C.	Failed to arrive		5 50
Jan. 17, 1874	Jefferson	N. C.	do		
Jan. 17, 1874	Helton	N. C.	do		4 78
Jan. 17, 1874	Burnsville	N. C.	do		5 96
Jan. 16, 1874	Elizabethton	Tenn.	do		
Jan. 6, 1874	Marion	N. C.	Failed to arr; trav'd 8 miles		6 98
Jan. 24, 1874	do	N. C.	Failed to arrive		2 35
Jan. 2; Feb. 6; Mar. 20, 1874	Casher's Valley	N. C.	Failed to arrive; traveled 28, 45, and 43 miles.		3 92
Feb. 14, 1874	Waynesville	N. C.	Failed to arrive; traveled all but 10 miles.		9 40
Mar. 14, 21, 1874	do	N. C.	Failed to arrive		
Mar. 20, 1874	Greenville	N. C.	do		
Jan. 20, 1874	Waynesville	N. C.	do		
Feb. 16, 23, 1874	Casher's Valley	N. C.	do		
Feb. 23; Mar. 23, 1874	Clayton	N. C.	do		
Jan. 3, 6, 10, 13, 17, 20, 24, 27, 31; Feb. 3, 7, 10, 14, 17, 21, 24, 28; Mar. 3, 7, 10, 14, 17, 21, 24, 28, 31, '74	Buffalo	Ohio	do		10 35
Jan. 3, 6, 10, 13, 17, 20, 24, 27, 31; Feb. 3, 7, 10, 14, 17, 21, 24, 28; Mar. 3, 7, 10, 14, 17, 21, 24, 28, 31, '74	Dyson's	Ohio	do		
Jan. 7; Mar. 23, 1874		Tenn.	Failed over 43 miles of route.		9 96
Mar. 21, 1874		Tenn.	Failed over 13½ miles of route.		1 81
Jan. 28; Feb. 25, 1874	Kingsport	Tenn.	Failed to arrive		2 86
Mar. 20, 1874	do	Tenn.	do		1 00
Jan. 5, 23, 28, 1874		Tenn.	Failed over 9 miles of route.		
Feb. 13, 1874		Tenn.	Failed over 5 miles of route.		4 04
Mar. 20, 1874		Tenn.	Failed over 20 miles of route.		
Feb. 19, 26; Mar. 5, 1874		Tenn.	Failed over 36 miles of route.		17 21
Mar. 27, 1874		Tenn.	Failed over 25 miles of route.		
Mar. 21, 31, 1874		Tenn.	Failed over 18 miles of route.		4 00
Jan. 17, 1874		Tenn.	Failed over 76 miles of route.		
Feb. 24, 1874		Tenn.	Failed over 79 miles of route.		14 87

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
10043	Sevierville to Newport .....	Philip Seaton .....	\$169 00	\$1 2
10043	do .....	do .....		
10048	Maynardville to Jacksborough .....	David Branson, Jr. ....	209 50	2 01
10048	do .....	do .....		
10049	Knoxville to Sevierville .....	Philip Seaton .....	597 00	1 21
10051	Knoxville to Tazewell .....	John Gibbs .....	519 66	\$1 16, 2
10058	Marysville to Cade's Cove .....	Alfred Seaton .....	119 00	1 14
10058	do .....	do .....		
10066	Wartburgh to Huntsville .....	John M. Cordell .....	153 06	1 47
10067	Clinton to Jamestown .....	Robert Boyd .....	497 00	4 77
10068	Huntsville to Whitley Court-House .....	Madison A. Jones .....	225 00	2 14
10068	do .....	do .....		
10068	do .....	do .....		
10069	Huntsville to Jamestown .....	John M. Cordell .....	149 00	1 3
10069	do .....	do .....		
10069	do .....	do .....		
10070	Jamestown to Albany .....	Robert Boyd .....	219 00	2 19
10070	do .....	do .....		
10104	Sparta to Albany .....	Samuel Black .....	1,494 00	4 73
10104	do .....	do .....		
10105	Cooksville to Gallatin .....	do .....	1,515 00	2 3
10108	Gainesborough to Jamestown .....	John M. Gipeon .....	1,122 00	3 46
10108	do .....	do .....		
10109	Gainesborough to Celina .....	James Young .....	115 00	1 10
10110	La Fayette to Gainesborough .....	Walter M. Clark .....	250 00	2 4
10111	La Fayette to Celina .....	do .....	250 00	2 4
10111	do .....	do .....		
10111	do .....	do .....		
10112	Lafayette to Hartsville .....	Robert Mullin .....	550 00	1 75
10113	Carthage to Gainesborough .....	James M. Johnson .....	625 00	2 00
10116	Lebanon to Smithville .....	W. W. and M. A. Price .....	299 00	2 9
10119	Smithville to Sparta .....	Samuel Black .....	395 00	1 3
10122	Stringtown to Liberty .....	W. W. and M. A. Price .....	788 13	3 73
10122	do .....	do .....	788 13	3 73
10126	Charlotte to Centreville .....	Monroe S. Dodson .....	550 00	2 64
10128	Murfreesborough to Liberty .....	U. Jennings .....	500 00	2 46
10129	Murfreesborough to McMinnville .....	Jackson Todd .....	784 00	3 77
10142	Fayetteville to Pulaski .....	James E. Dickey .....	339 00	3 77
10168	Waverly to Linden .....	James J. Cearnall .....	480 00	4 62
10173	Clarksville to Hopkinsville .....	David A. Wilkins .....	425 00	2 04
10173	Springfield to Port Royal .....	do .....	225 00	2 16
10173	do .....	do .....		
10178	Paris to Water Valley .....	B. F. Perry .....	599 63	2 62
10178	do .....	do .....		
10189	Huntingdon to Lexington .....	William G. Rhoades .....	525 00	2 4
10189	do .....	do .....		
10194	Trenton to Dresden .....	David C. Phelan .....	226 00	2 58
10210	Huntsville to Jacksonville .....	John M. Cordell .....	447 00	1 3
10212	Stoney Creek to Elizabethton .....	Thomas M. Hilton .....	99 48	2 9
10227	Clinton to Wallace's Cross Roads .....	William McCoy .....	100 00	2 6
10229	Cookeville to Tompkinsville .....	M. A. Price .....	474 00	4 56
10229	do .....	do .....		

made from their pay, &amp;c.—Continued.

MAY 16, 1874—INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 23, 1874.....	.....	Tenn...	Failed over 32 miles of route.	}	\$6 13
Mar. 31, 1874.....	.....	Tenn...	Failed totally.....		
Jan. 9, 1874.....	.....	Tenn...	Failed over 23½ miles of route.		
Jan. 30; Feb. 6; Mar. 20, 1874.....	.....	Tenn...	Failed over 16 miles of route.	}	10 06
Jan. 7; Mar. 20, 1874.....	.....	Tenn...	Failed totally.....		
Mar. 20, 1874.....	.....	Tenn...	Failed over 24 miles of route.		
Jan. 23; Mar. 20, 1874.....	.....	Tenn...	Failed over 20 miles of route.	}	4 36
Feb. 14, 1874.....	.....	Tenn...	Failed over 27 miles of route.		
Dec. 8, 1873.....	.....	Tenn...	do.....		
Jan. 5, 27; Mar. 24, 1874.....	.....	Tenn...	Failed over 61 miles of route.	}	27 27
Jan. 9, 23, 1874.....	.....	Tenn...	Failed over 29½ miles of route.		
Mar. 20, 1874.....	.....	Tenn...	Failed over 33½ miles of route.		
Jan. 30, 1874.....	.....	Tenn...	Failed totally.....	}	14 68
Dec. 5, 1873.....	.....	Tenn...	Failed over 26 miles of route.		
Jan. 2, 1874.....	.....	Tenn...	Failed over 13½ miles of route.		
Jan. 23, 30; Mar. 20, 1874.....	.....	Tenn...	Failed over 26 miles of route.	}	10 84
Jan. 1, 1874.....	Jamestown.....	Tenn...	Failed to arrive.....		
Mar. 19, 1874.....	.....	Tenn...	Failed totally.....		
Jan. 1, 9, 14, 23, 1874.....	Between Albany and Livingston.	Tenn...	Failed over 30 miles of route.	}	35 80
Jan. 7; Mar. 19, 1874.....	.....	Tenn...	Failed totally.....		
Jan. 6, 8, 1874.....	Cookeville.....	Tenn...	Failed to arrive.....		
Jan. 8; Feb. 14, 1874.....	.....	Tenn...	Failed totally.....	}	4 86
Mar. 19, 1874.....	.....	Tenn...	Failed over 34 miles of route.		
Jan. 7, 14, 23; Feb. 12, 25; Mar. 4, 12, 23, 1874.....	.....	Tenn...	Failed over 14 miles of route.		
Jan. 7, 1874.....	.....	Tenn...	Failed totally.....	}	4 80
Jan. 7, 1874.....	.....	Tenn...	do.....		
Jan. 23, 1874.....	.....	Tenn...	Failed over 8 miles of route.		
Feb. 25, 1874.....	.....	Tenn...	Failed over 18 miles of route.	}	8 14
Mar. 19, 1874.....	La Fayette.....	Tenn...	Failed to arrive.....		
Jan. 7, 9; Mar. 19, 23, 1874.....	.....	Tenn...	Failed over 19 miles of route.		
Jan. 7, 1874.....	.....	Tenn...	Failed totally.....	}	1 92
Jan. 9, 1874.....	Smithville.....	Tenn...	Failed to arrive.....		
Feb. 9, 1874.....	.....	Tenn...	Failed to come to the office.....		
Mar. 7, 1874.....	Liberty.....	Tenn...	Failed to arrive.....	}	3 79
Mar. 6, 1874.....	.....	Tenn...	Failed over 17½ miles of route.		
Jan. 8, 1874.....	.....	Tenn...	Failed totally.....		
Jan. 6, 1874.....	McMinnville.....	Tenn...	Failed to arrive.....	}	4 80
March 20, 1874.....	Bet. Bunker Hill and Fayetteville.	Tenn...	Failed over 16 miles of route.		
March 6, 1874.....	.....	Tenn...	Failed over 32 miles of route.		
March 6, 1874.....	Hopkinsville.....	Tenn...	Failed to arrive.....	}	2 04
March 13, 1874.....	Springfield.....	Tenn...	do.....		
March 20, 1874.....	Port Royal.....	Tenn...	do.....		
March 6, 1874.....	Paris.....	Tenn...	do.....	}	8 64
March 20, 1874.....	.....	Tenn...	Failed totally.....		
March 3, 1874.....	Huntingdon.....	Tenn...	Failed to arrive.....		
March 7, 1874.....	Lexington.....	Tenn...	do.....	}	4 80
Feb. 19; March 12, 5, 19, 1874.....	.....	Tenn...	Failed respectively over 18, 12, 23, 26 miles of route.		
Jan. 2, 7, 28; Mar. 20, 1874.....	.....	Tenn...	Failed over 19½ miles of route.		
March 23, 1874.....	.....	Tenn...	Failed totally.....	}	1 80
Jan. 3; March 31, 1874.....	.....	Tenn...	do.....		
Feb. 4, 1874.....	.....	Tenn...	Failed over 27 miles of route.		
March 23, 1874.....	.....	Tenn...	Failed over 29 miles of route.	}	10 26

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
10246	Cross Plains to Mitchellsville .....	A. J. Martin .....	\$199 00	\$0 63
10248	Lost Creek to Lot .....	William Huddleston .....	244 36	2 35
10248	do .....	do .....		
10248	do .....	do .....		
10268	Lawrenceburgh to Centreville .....	Robert W. Dickey .....	424 00	4 02
10277	Trenton to Eaton .....	David C. Phelan .....	174 00	1 61
9753	Russellville to Harrodsdale .....	Thomas J. Beasley .....	185 00	1 52
5234	Jefferson to Mouth of Wilson .....	Wilborn Ross .....	66 00	
5234	do .....	do .....		
5245	Raleigh to Roxborough .....	S. W. Young .....	480 00	4 61
5545	do .....	do .....		
5246	Manson to Clarksville .....	Armistead King .....	624 00	2 00
5246	do .....	do .....		
5258	Catawba Station to Jefferson .....	Lee Roy Burrus .....	400 00	3 74
5266	Jacksonville to Swansborough .....	John B. Humphrey .....	346 00	3 33
5270	Kinston to Richlands .....	Isaiah Wood .....	309 00	2 97
14013	Atchison to Hiawatha .....	Jacob Jacobia .....	776 00	2 50
14036	Hiawatha, Falls City, Nemaha .....	David Dorrington .....	979 00	\$1 30, 1 53
14036	do .....	do .....		
14054	Ottawa to Paola .....	John C. Mott .....	550 00	1 76
14072	Corning to Louisville .....	Jacob Jacobia .....	695 00	2 22
14088	Neosho Falls, Xenia, Ossage .....	Samuel N. Moore .....	1,520 00	1 16, 0 76
14088	do .....	do .....		
14088	do .....	do .....		
14101	Arvonla to Quenemo .....	James Jackson .....	475 00	2 33
14119	Washington to Steele City .....	F. M. Lowering .....	209 00	2 00
14190	Minneapolis, Clay Centre, Waterville .....	J. A. D. & F. M. Frazell .....	1,196 00	2 30, 2 36
15120	do .....	do .....		
14129	Seapo to Minneapolis .....	L. C. Lamberson .....	665 00	6 40
14129	do .....	do .....		
14158	Chetopah, Ripon, Arkansas City .....	W. N. Bangs .....	1,003 00	6 65, 1 00
14203	Louisville to Irving .....	R. Marrs .....	1,000 00	3 21
14224	Garnett to Burlington .....	Abel Stevens .....	650 00	2 60
14224	do .....	do .....		
14229	Oswego to Girard .....	Elisha Hammer .....	312 00	3 00
14231	Waterville to Concordia .....	H. S. Wheeler .....	2,038 00	3 02
14238	Abilene to Clay Centre .....	C. M. McCarthy .....	335 00	3 02
14238	do .....	do .....		
14246	Wilson to Cawker City .....	J. W. Hughes .....	724 00	7 00
14251	White Mound to Athens .....	John C. Slagle .....	364 00	3 30
14251	do .....	do .....		
14270	Longton to Fern .....	Charles Barber .....	312 00	3 00
14276	Russell, Osborne, Red Cloud .....	M. H. Warren .....	1,874 00	5 13
14276	do .....	do .....		
14294	Richland to Lyndon .....	O. H. Brown .....	131 00	1 21
10164	Waynesborough to Bethel Springs .....	J. B. Williams .....	1,067 00	3 42
10180	Dresden to Manleyville .....	A. C. Bowers .....	524 08	2 50
10199	Brownsville to Wellwood .....	William M. Walker .....	110 00	1 06
2501	Pittsburgh and Greensborough .....	A. Jacobs .....	6,011 25	9 63
2501	do .....	do .....		
2541	Christiana and Christiana .....	B. M. Lynch .....	624 00	1 11
2544	Peter's Creek and Peach Bottom .....	do .....	294 00	47
2552	Lancaster and Honey Brook .....	A. F. Sweigart .....	787 00	1 36
2589	Kutztown and Schneeksville .....	T. Barto .....	224 00	1 07
2594	Swankville and Pennsburg .....	R. H. McCleave .....	449 00	1 43
2616	Bristol and Doolington .....	Jones & Rodrock .....	895 00	1 43
2616	do .....	do .....		
2632	Bethlehem and Petersville .....	J. P. Alsover .....	220 00	70
2666	Harrisburgh and Jonestown .....	R. Haywood .....	820 00	2 62
2666	do .....	do .....		
2666	do .....	do .....		



made from their pay, &amp;c.—Continued.

MAY 16, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
March 19, 1874.		Tenn.	Failed totally		\$1 26
Jan. 8, 30, 1874.		Tenn.	Failed over 30 miles of route.		
March 12, 1874.		Tenn.	Failed over 41 miles of route.		14 10
March 30, 1874.	Lost Creek	Tenn.	Failed to arrive		
March 6, 1874.		Tenn.	Failed over 17 miles of route.		2 89
Jan. 3, 1874.		Tenn.	Failed totally		3 22
March 18, 1874.		Ky.	do		3 60
Jan. 7, 1874.	Jefferson	N. C.	Failed to arrive		1 64
Jan. 7, 1874.	Mouth of Wilson	N. C.	do		
Jan. 7; Feb. 4, 1874.	Raleigh	N. C.	do		13 83
Feb. 3, 1874.	Roxborough	N. C.	do		
Feb. 3; March 7, 17, 1874.	Manson	N. C.	do		12 00
Jan. 5; Feb. 4, 25, 1874.	Clarksville	N. C.	do		
Jan. 7, 1874.	Jefferson	N. C.	do		3 84
Feb. 17, 24, 1874.	Jacksonville	N. C.	do		6 66
Feb. 27, 1874.	Kinston	N. C.	do		2 97
March 31, 1874.	Hiawatha.	Kans.	do		2 50
Jan. 30; March 31, 1874.	do	Kans.	do		3 90
Jan. 21, 22, 1874.	Falls City	Kans.	do		
Jan. 31, 1874.	Paola	Kans.	do		1 76
Jan. 28, 1874.	Louisville	Kans.	do		2 22
Jan. 22; Feb. 12, 28; Mar. 31, 1874.	Neosho Falls.	Kans.	do		
Feb. 11, 13, 19, 1874.	Omaha	Kans.	do		8 84
March 16, 31, 1874.	Xenia	Kans.	do		
Jan. 23; Feb. 13, 1874.	Arvonla	Kans.	do		4 46
Feb. 31, 1874.		Kans.	do		4 00
Jan. 23; Mar. 2, 6, 1874.	Minneapolis	Kans.	do		
Feb. 24; March 3, 7, 1874.	Clay Centre from Minneapolis.	Kans.	do		13 20
March 4, 1874.	Seapo	Kans.	do		
March 3, 1874.	Minneapolis.	Kans.	do		12 80
Jan. 22, 1874.	Arkansas City	Kans.	do		13 30
March 3, 5, 19, 31, 1874.	Irving	Kans.	do		12 80
Feb. 12, 1874.	Garnett	Kans.	do		
Jan. 23; Feb. 13, 1874.	Burlington	Kans.	do		6 00
Jan. 23, 30; Feb. 18, 24, 1874.	Girard	Kans.	do		12 00
March 3, 1874.	Concordia.	Kans.	do		3 26
Feb. 12, 1874.	Abilene.	Kans.	do		
Feb. 27, 1874.	Clay Centre.	Kans.	do		6 00
March 24, 1874.	Wilson	Kans.	do		7 00
March 30, 1874.	White Mound.	Kans.	do		
March 31, 1874.	Athens	Kans.	do		7 00
March 31, 1874.	Peru	Kans.	do		3 00
Feb. 20; March 6, 1874.	Osborne	Kans.	do		
Feb. 24; March 31, 1874.	Red Cloud	Kans.	do		90 60
Jan. 23, 1874.	Lyndon	Kans.	do		1 25
March 5, 19, 1874.	Bet. Savannah & Waynesborough.	Tenn.	Failed over 34 miles of route.		10 00
Feb. 27; March 20, 1874.		Tenn.	Failed over 31 miles of route.		8 90
March 6, 1874.	Wellwood.	Tenn.	Failed to arrive		1 06
Jan. 26, 29, 30, 31; Feb. 3, 23, 1874.	West Elizabeth	Pa.	Failed to take and deliver mail.	\$7 00	
March 23, 1874.	Millsborough	Pa.	do		
Jan. 8, 1874.		Pa.	Failed to perform service.		2 22
Jan. 15, 23, 24, 26, 30, 31; Feb. 6, 13, 19, 23, 25; March 4, 9, 13, 1874.		Pa.	do		13 16
Feb. 23, 1874.	Bet. Lancaster & New Holland.	Pa.	do		1 16
March 17, 1874.	Schneeksville	Pa.	Failed to arrive		1 07
March 7, 1874.	Frederick	Pa.	Failed to supply	1 00	
Jan. 8, 1874.	Dolington	Pa.	Failed to arrive		2 86
Jan. 9, 1874.	Bristol	Pa.	do		
March 20, 1874.		Pa.	Failed to perform service.		1 40
Feb. 23, 1874.	Bet. Linglestown and Jonestown.	Pa.	do		
March 6, 1874.	Jonestown.	Pa.	Failed to arrive		8 08
March 20, 1874.	Bet. Grantville and Jonestown.	Pa.	Failed to perform service.		

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
2683	Danville and Mount Carmel.....	W. Withington.....	\$1,098 00	\$1 75
2695	Berwick and Red Rock.....	A. Sult.....	250 00	1 25
2700	Nescopeck and Slocum.....	B. Lear.....	280 00	1 34
2704	Moscow and Ledge Dale.....	L. R. Smith.....	360 00	1 15
2742	Pleasant Mount and Stockport Station..	W. R. McLaury.....	397 00	1 90
2771	Laceyville and Ruah.....	C. H. Newman.....	300 00	.....
2776	Towanda and New Era.....	J. N. Chapman.....	250 00	80
2779	Wyalusing and Montrose.....	J. L. Runyon.....	1,470 00	.....
2782	Camptown and Nichols.....	F. O. Wright.....	660 00	2 11
2783	Towanda and Le Raysville.....	J. W. Parks.....	896 00	1 43
2786	Rome and Athens.....	do.....	330 00	1 05
2802	Tloga and Knoxville.....	R. Haywood.....	696 00	2 23
2840	Port Royal and Concord.....	B. F. Crouse.....	505 00	1 61
2840	do.....	do.....	.....	.....
3021	Washington and Waynesburgh.....	S. Hare & Son.....	585 00	1 32
3032	Pittsburgh to Soenery Hill.....	R. Haywood.....	1,228 00	3 22
3036	Pittsburgh and Holliday's Cove.....	S. Hare & Son.....	1,720 00	2 75
3040	Pittsburgh and Prospect.....	do.....	2,015 00	3 22
3080	Clearfield and Clarion.....	Joseph Evans.....	2,259 00	3 63
3102	Phillipston and Clarion.....	do.....	599 00	1 44
3102	do.....	do.....	599 00	1 44
3104	Clarion and Parker's Landing.....	do.....	790 00	1 50
3104	do.....	do.....	.....	.....
3112	Ridgeway and Tylersburgh.....	R. H. McCleave.....	799 00	3 54
3142	Butler and Parker's Landing.....	C. Scripture.....	1,148 00	1 90
3144	Butler and Witherups.....	do.....	876 84	.....
3144	do.....	do.....	.....	.....
2806	Niles Valley and Westfield.....	S. Pierce.....	222 00	1 35
2810	Westfield and Ulysses.....	D. Burr.....	169 00	.....
2818	Trout Run and Barbour's Mills.....	George Nevill.....	405 00	1 94
2818	do.....	do.....	.....	.....
2829	Lewisburgh and Forest Hill.....	S. Hursh.....	460 00	75
2838	Mifflintown and Selin's Grove.....	L. N. Holmes.....	945 00	1 51
2838	do.....	do.....	.....	.....
2838	do.....	do.....	.....	.....
2845	Newport to New Germantown.....	Z. Rice.....	624 00	1 11
2857	Carlisle and Landisburgh.....	W. H. Rice.....	627 00	1 10
2857	do.....	do.....	.....	.....
2908	Three Springs and Sipe's Mills.....	J. Mellott.....	108 00	1 03
2909	Orbisoma and McConnellsburch.....	W. Polk.....	361 00	1 15
2909	do.....	do.....	.....	.....
2953	Somerset and Johnstown.....	Picking, Snyder, & Parsons.....	933 00	1 49
2953	do.....	do.....	.....	.....
2954	do.....	do.....	933 00	1 49
2954	do.....	do.....	.....	.....
2958	Turkey Foot and Harnedsville.....	S. P. Snyder.....	225 00	72
2974	Kittanning and Dayton.....	G. W. Travis.....	350 00	1 12
2974	do.....	do.....	.....	.....
10163	Jackson to Scott's Hill.....	W. G. Rhodes.....	750 00	3 60
10163	do.....	do.....	.....	.....
961a	Litchfield to Litchfield Railroad Station.	H. E. Fenn.....	223 00	36

a Remit \$1.08, the deduction reported to Auditor May 2, 1874. Failures were caused by railroad, and

made from their pay, &amp;c.—Continued.

MAY 16, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Jan. 29; March 16, 19, 20, 1874.	.....	Pa .....	Failed to perform service.	.....	\$14 00
Feb. 7, 10; March 7, 1874.	.....	Pa .....	do.	.....	7 20
March 7, 1874	Bet'n Dorrance and Neosopeck.	Pa .....	do.	.....	2 09
January 13, 1874.	.....	Pa .....	do.	.....	2 30
March 11, 1874	Pleasant Mount.	Pa .....	Failed to arrive	.....	1 90
January 6, 1874.	Bet'n West Auburn and Rush.	Pa .....	Failed to perform service.	.....	1 13
January 8, 1874.	.....	Pa .....	do.	.....	1 60
January 7, 1874.	Bet'n Rushville and Wyalusing.	Pa .....	do.	.....	2 31
January 6, 1874.	Nichols.	Pa .....	Failed to arrive	.....	2 11
January 8, Feb. 23, 1874	Bet'n Rome and Le Raysville.	Pa .....	Failed to perform service	.....	3 26
March 12, 1874	.....	Pa .....	do.	.....	2 10
March 4, 11, 1874	Between East Chatham and Knoxville.	Pa .....	do.	.....	2 32
March 10, 1874	Concord	Pa .....	Failed to arrive	}	3 23
March 11, 1874	Port Royal.	Pa .....	do.		
March 6, 1874	Waynesburgh	Pa .....	do.	.....	1 32
January 14, 1874	Pittsburgh	Pa .....	do.	.....	3 83
January 9, 12, 14, 16, 1874.	Holiday's Cove.	Pa .....	do.	.....	11 00
March 18, 1874	Harmony	Pa .....	Wet and damaged mail.	\$30 00	.....
March 6, 1874	Clarion	Pa .....	Failed to arrive	.....	3 63
March 7, 10, 1874.	do.	Pa .....	do.	.....	2 88
March 6, 1874	Phillipston and Clarion.	Pa .....	Wet and damaged mail.	5 00	.....
January, February, Mar., 1874.	Clarion	Pa .....	Failed to arrive in contract time 73 times.	}	5 04
March 6, 7, 10, 23, 1874	do.	Pa .....	Failed to arrive		
January 5, 8, 15, 23, 1874	Ridgeway	Pa .....	do.	.....	15 36
January 1, 1874	Butler	Pa .....	Failed to call for the mail.	1 00	.....
January 7; February 23, 1874.	.....	Pa .....	Failed to perform service on 14 miles.	}	7 44
February 7, 1874	Butler	Pa .....	Failed to arrive		
January 24, 1874	Niles Valley	Pa .....	do.	.....	1 35
March 21, 1874	Bet. Sunderlandville & Ulysses.	Pa .....	Failed to perform service on 10 miles.	.....	1 54
February 20, 1874	Barbour's Mills.	Pa .....	Failed to depart.	}	3 88
February 21, 1874	do.	Pa .....	Failed to arrive		
March 7, 1874	.....	Pa .....	Failed to perform service.	.....	1 46
January 9, 19, 23; February 24, 26, 28, 1874.	Mifflintown	Pa .....	Failed to arrive	}	13 59
January 24; Feb. 23, 1874.	Sellin's Grove	Pa .....	Failed to depart		
February 23, 1874	do.	Pa .....	Failed to arrive	}	3 33
Jan. 6, 9; March 20, 1874.	New Germantown	Pa .....	do.		
Jan. 8; March 4, 23, 1874.	Landisburgh.	Pa .....	do.	}	5 50
January 9; March 7, 1874.	Carlisle	Pa .....	do.		
February 6; Mar. 6, 1874.	Three Springs	Pa .....	do.	}	2 06
Feb. 3; March 7, 14, 1874.	Between Orbisonia and Fort Littleton.	Pa .....	do.		
February 7, 1874	Between Orbisonia and Maddensville.	Pa .....	do.	}	4 88
January 19, 1874	Johnstown	Pa .....	do.		
Quarter end'g Mar. 31, '74	Somerset	Pa .....	Failed to arrive in schedule-time.	15 00	1 49
January 19, 1874	Johnstown	Pa .....	Failed to arrive	}	1 49
December 4, 9, 13, 23, 30, 1873; Jan. 3, 6, 14, 20, 24, 27, 30, 31; Feb. 3, 7, 10, 13, 14, 23, 24, 27; Mar. 4, 6, 7, 1874.	Somerset Furnace.	Pa .....	Failed to supply		
January 6, 17, 1874.	Bet'n Turkey-Fout and Uryana.	Pa .....	Failed to perform service.	.....	1 92
January 24; Mar. 7, 1874.	Dayton	Pa .....	Failed to arrive	}	3 36
January 26, 1874	Kittanning	Pa .....	do.		
Jan. 6, 13, 16, 20; February 3, 10, 1874.	Jackson	Tenn .....	do.	}	28 80
February 23, 1874	Scott's Hill.	Tenn .....	do.		

not by the contractor.

*Fines imposed on contractors and reductions*

WEEK ENDING SATURDAY,

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
2840a	Port Royal and Shade Gap.....	R. F. Crouse .....	\$993 00	\$3 12
2840b	.....do.....	.....do.....	983 00	3 18
8089c	New Iberia to Orange .....	J. B. Price .....	9,989 00	31 98
9723d	Columbia to Albany.....	Killis Neathey.....	424 00	2 37

WEEK ENDING SATURDAY,

7095	Smithville to Aberdeen.....	H. S. Brooks & Co.....	\$310 00	\$2 98
3022	Washington and Rice's Landing.....	D. Martin.....	550 00	1 76
3029	.....do.....	.....do.....		
3072	Haulin Station and Bethany.....	A. C. Barr .....	160 00	1 53
3037	Pittsburgh and Fairview.....	W. J. Hooper .....	800 00	2 88
3041	Sharpeburgh and Butler.....	A. Arnot.....	800 00	2 56
3048	Sharpeburgh and Saxonburgh .....	P. Burtner .....	494 00	2 63
3043	.....do.....	.....do.....		
3047	Coudersport and Welleville .....	W. Van Buren.....	350 00	1 12
3047	.....do.....	.....do.....		
3058	Coudersport and Port Allegheny .....	D. F. Glassmire .....	450 00	72
3052	.....do.....	.....do.....		
3118	Warren and Steamburg .....	B. Kent.....	770 00	2 46
3120	Warren and Busti.....	Kirkpatrick & Benson .....	375 00	1 20
3124	Pittsfield and Broken Straw.....	J. Sherman .....	490 00	72
3124	.....do.....	.....do.....		
3197	Saegerstown and Lundy's Lane.....	O. Porter .....	793 00	1 27
3197	.....do.....	.....do.....		
3200	North East and Wattsburgh .....	C. R. Gray .....	300 00	1 44
3201	Erie and Union City .....	.....do.....	599 00	
3421	Townsend and Deakynville .....	J. F. Donoho.....	490 00	67
3436	Daysborough and Frankford.....	W. J. Parkhurst .....	240 00	77
3600	Westminster and Libertytown .....	G. W. Rippeon .....	400 00	1 28
3601	Westminster and Freedom .....	H. Jordan and C. Royer.....	275 00	
3640	Georgetown and Seneca .....	W. H. Ritter .....	150 00	42
4731	Broadway Depot to Dovesville .....	Jesse Landes .....	215 00	1 03
4731	.....do.....	.....do.....		
5271	Elisabethtown to Clinton.....	James Tyson .....	496 00	4 78
12647	Alpena to Granton .....	J. T. Willey.....	4,860 45	7 79
12647	.....do.....	.....do.....		
12835e	Traverse City to Glen Arbor .....	H. D. Campbell .....	618 00	2 97
13368f	Arcadia to Fountain City .....	H. W. Dewey .....	505 50	2 43

a Remit \$14 of the fine reported to Auditor June 28, 1873, it appearing that service was performed to  
b Remit \$59 of the fine reported to Auditor June 28, 1873, it appearing that the postmasters at Spruce  
tractor supplied said offices with mail, and compensation being low.  
c Remit \$49.02 of the deduction reported to Auditor January 14, 1874, it appearing from register from  
that there was no failure to depart, &c.  
d Remit \$4.74 of the deduction reported to Auditor May 2, 1874. By a clerical error \$14.32 was deducted  
e Remit \$13.50 of the fine ordered January 20 and reported to Auditor January 24, 1874, the contractor  
post-office till November 17, 1874.  
f Remit \$24.30, the deduction of April 25 and reported to Auditor April 25, 1874, the report upon



*Fines imposed on contractors and deduction.*

## WEEK ENDING SATURDAY

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half trip.
5706	Myersville to Indiantown .....	Ezekiel Keels.....	\$175 00	\$1 6
7225	Vaiden to Sidon .....	H. S. Brooks .....	1, 100 00	5 8
7225	.....do.....	do .....		
7189	State Line to Leesessville.....	John McInnis.....	400 00	3 4
2970	Davis and Barnards .....	J. Russell.....	184 00	
4203	Amelia Court-House to Mannborough.....	J. H. Southall.....	240 00	1 1
450a	Saint Johnsbury to Littleton .....	A. E. Blodgett .....	700 80	1 12
2840b	Port Royal and Concord .....	B. F. Crouse .....	505 00	1 61
4578c	Jonesville to Tazewell, Tenn.....	Campbell Slempe.....	283 99	2 4
6660d	Mount Hope to Leighton.....	Joseph Smith.....	200 00	2 08

## WEEK ENDING SATURDAY

2993	Greensburgh and Fulton .....	J. Bowman.....	\$269 00	\$9 8
7127	Macon to Pickensville.....	J. C. Mouchet.....	595 00	2 8
7127	.....do.....	do .....		

## WEEK ENDING SATURDAY

724e	North Falmouth to Waquoit .....	J. C. Jones .....	\$574 00	\$0 92
964f	Goshen to West Cornwall .....	W. E. Boise .....	570 00	91
5618g	Georgetown to Kingston .....	E. T. Clemmens .....	1, 789 00	5 74
6211h	Tunnel Hill to Dirt Town .....	William K. Vance .....	270 00	5 2
6710i	Tuscaloosa to Providence.....	James Cain .....	600 00	5 7
6709j	Tuscaloosa to Eutaw .....	M. C. Thomas .....	800 00	3 4
5270k	Kinston to Richland's .....	Isaiah Wood .....	309 00	2 6
4748	Rural Retreat to Black Lick .....	William Davis.....	75 00	3
7157	Hillsborough to Philadelphia.....	J. G. Owen .....	731 50	2 5
7157	.....do.....	do .....		
8615	Mount Pleasant to Greenville .....	T. S. Valle .....	3, 400 00	10 8

## WEEK ENDING SATURDAY

3619	Licksville and Park Mills .....	M. G. Carr .....	\$150 00	
3619	.....do.....	do .....	1200 00	
4403	Alexandria to Lynchburgh.....	Orange, Alexandria and Manassas Railroad Co.	43, 200 00	
4414	Lynchburgh to Bristol.....	Atlantic, Mississippi and Ohio Railroad.	49, 200 00	\$3 6

a Remit \$2.24 of the deduction reported to Auditor May 2, 1874. Postmaster at Saint Johnsbury states  
b Remit \$22.54 of the deduction reported to Auditor November 29, 1874. It appears from evidence that  
Concord, a distance of three miles, caused by the postmaster at the former place withholding the mail  
c Remit \$1.74 of the deduction reported to Auditor April 25, 1874, it now appearing that 31 miles out  
d Remit \$2, the deduction reported to Auditor April 25, 1874. The failure to arrive at Mount Hope  
e Remit \$15.95 of the deduction reported to Auditor May 2, 1874. Failure to perform extended service  
tractor.

g Remit \$11.52, the deduction reported to Auditor May 2, 1874, it appearing from evidence that the  
f Remit \$1.82, the deduction reported to Auditor May 2, 1874. Postmaster at Goshen states that next  
next day.

A Remit \$2.10 of the deduction reported to Auditor April 25, 1874. Postmaster at Tunnel Hill certifies  
c Remit \$14.40 of the deduction reported to Auditor April 18, 1874. Postmaster at Tuscaloosa certifies  
on account of high water.

j Remit \$15.36, the deduction reported to Auditor April 18, 1874. The postmaster at Eutaw certifies  
through the next day.

k Remit \$2.97, the deduction reported to Auditor May 16, 1874, it now appearing from late evidence that  
October 10 to November 1.

*made from their pay, &c.—Continued.*

**MAY 30, 1874, INCLUSIVE.**

[illegible]

**JUNE 6, 1874, INCLUSIVE.**

From Jan. 1 to Mar. 31, 1874.	Between Madison and Fulton.	Pa.....	Failed to perform service.	.....	\$10 47
Mar. 13, 1874 .....	Macon .....	Miss .....	Failed to arrive .....	} .....	8 58
Mar. 21, 24, 1874 .....	Pickinsville ....	Miss .....	do .....		

**JUNE 13, 1874, INCLUSIVE.**

[illegible]

**JUNE 20, 1874, INCLUSIVE.**

From Oct. 30 to Nov. 30, 1873.	Between Green- ville Mills and Park Mills.	Md	Failed to perform service.	}	\$9 60
do	do	Md	do		
From Nov. 18, 1873, to April 19, 1874.	do	Va	One of the daily trips dis- continued.		
From Nov. 9, 1873, to April 19, 1874.	do	Va	do		
					3, 539 72
					4, 521 23

that only one trip was lost.

there were not more than six failures in July, 1873, and that these occurred between Waterloo and

381 miles of the trip of March 10, 1874, were performed.

March 21, 1874, was a detention of the mail only, by reason of high water.

was by order of T. P. Cheeney, superintendent of railway mail service, irregular, but no fault of con-

ice was performed January 8, 1874, at contractor's expense.

failures of January 2 and February 15, 1874, were delays occasioned by bad roads, the mail coming in

that the carrier performed service on 15 miles of route March 20, 1874.

that 30 miles of service was performed March 18 and 25, 1874. Carrier prevented from going through

that the failures of March 20 and 23 were only delays on account of high water. The mail came

ceived that there was no failure February 27, 1874.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
4592	Newport to Mountain Lake .....	Benjamin F. Porterfield .....	\$177 33	\$0 25
5001	Weldon to Wilmington .....	Wilmington & Weldon Railroad.	48,600 00	33 30
10001	Knoxville to Bristol .....	East Tennessee, Georgia, and Virginia Railroad Company.	29,407 50	.....
10002	Knoxville to Chattanooga .....	do .....	28,050 00	.....
10593	Troy to Ashley .....	R. H. T. Gatewood .....	473 00	2 57
8508a	Galveston to Indianola .....	Charles Morgan .....	10,000 00	36 10
8114b	Lake Charles to Cameron .....	James B. Price .....	4,820 00	23 46

WEEK ENDING SATURDAY.

4381	Richmond, Staunton, Selma .....	Virginia Central Railroad Company.	\$21,408 33	\$26 22
4381	do .....	do .....		16 00
4381	do .....	do .....		
13912	Vermillion to Swan Lake .....	Edgar Berry .....	1,366 50	4 37
13930	Canton to Milltown .....	Theodore Schmedes .....	800 00	7 00
13936	Owego to Breckenridge, Minn .....	D. McCauley .....	858 00	.....
14728	Wilmington to Los Angeles .....	Los Angeles and San Pedro Railroad Company.	1,650 00	2 84
14738	Arcata to Weaverville .....	John Clifford .....	2,240 00	21 53
14746	Princeton to Tehama .....	J. S. Heimstreet .....	895 00	6 40
14746	do .....	do .....		
14746	do .....	do .....		
14751	Lincoln to Nicolaus .....	William W. Ayers .....	1,000 00	3 39
14764	Mokelumne Hill to San Andreas .....	C. H. Sleson .....	1,000 00	1 60
14764	do .....	do .....		
14803	Chico to Newville .....	Jas. T. McIntosh and J. C. Dibble.	890 00	8 55
14803	do .....	do .....		
14813	Nevada City to Washington .....	Fred. T. Marker .....	125 00	40
14813	do .....	do .....		
14826	Downieville to Laporte .....	J. P. Ward and H. P. Weir .....	1,900 00	11 53
14826	do .....	do .....		
14840	Happy Camp to Waldo, Oreg .....	Richard Humphreys .....	600 00	5 76
14881	Stockton, Milton, Peters, Oakdale .....	Stockton and Copperopolis Railroad.	2,450 00	\$3 40, 1 52
14924	Antioch to Banta's .....	John G. Chase .....	500 00	4 80
14930	Chico to Princeton .....	J. E. Shearer .....	1,175 00	3 74
14930	do .....	do .....		
15141	Roseburg to Randolph .....	A. A. Fink .....	2,545 00	24 47
15141	do .....	do .....		
15142	Brownsville to Eugene City .....	James Watkins .....	597 87	5 73
15156	Ashland to Lake City, Cal .....	James Kilgore .....	5,951 00	12 31
15156	do .....	do .....		38 56
15162	Roseburg to Empire City .....	D. C. McClellan .....	1,199 00	11 52
15162	do .....	do .....		
15418	Astoria, Oreg., to Chinook .....	George W. Warren .....	339 00	.....
16617	Logan to Oxford .....	J. D. M. Crankwell .....	1,848 00	8 22
16617	do .....	do .....		
16629	Salt Lake City to Ophir .....	Lorenzo Young .....	4,000 50	6 41
16629	do .....	do .....		

a Remit \$36 of the deduction reported to Auditor May 9, 1874, it appearing from certificate of special ary, 1874.

b Remit \$7.50 of the deduction reported to Auditor April 11, 1874, affidavit of carrier showing that it



made from their pay, &c.—Continued.

JUNE 20, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
Month of March, 1874		Va	No service		\$15 20
April 14, 23, 1861	Wilmington	N. C	Failed to arrive		60 60
From Nov. 1, 1873, to April 19, 1874.		Tenn	One of the daily trips discontinued.		3,025 79
From Nov. 1, 1873, to April 19, 1874.		Tenn	do		2,592 87
Since April 21, 1874	Corso	Mo	Refuses to supply	\$25 00	

JUNE 27, 1874, INCLUSIVE.

April 10, 13, 1874	Richmond	Va	Failed to arrive		
April 11, 12, 1874	Staunton, from Richmond.	Va	do		\$153 15
April 12, 13, 17, 1874	Staunton, from Selma.	Va	do		
March 18, 1874	Swan Lake	Dak	Failed each way on 12½ miles.		2 91
March 19, 1874	Milltown	Dak	Failed to arrive		7 68
Quarter ended March 31, 1874.		Dak	No service reported		214 50
October 8, 1874		Cal	Failed to arrive		2 64
March 14, 1874		Cal	Failed on 40 miles of route		6 88
Jan. 1, 22, 29, 1874.	Princeton	Cal	Failed to arrive		
Jan. 15, 1874	do	Cal	Wet mail	\$5 00	51 60
Jan. 21, 28; Feb. 4, 1874.	Tehama	Cal	Failed to arrive		
Jan. 1, 29; Feb. 3, 1874	Nicolaus	Cal	do		9 60
Jan. 16; March 12, 1874	Mokelumne Hill	Cal	do		8 00
Jan. 2, 16, 17, 1874.	San Andreas	Cal	do		
Jan. 19, 20, 1874.	Chico	Cal	Failed each way 39 miles.		23 37
Jan. 27, 1874	do	Cal	Failed to arrive		
March 4, 6, 9, 11, 16, 20, 23, 25, 30, 1874.	Nevada City	Cal	do		
March 3, 5, 10, 17, 24, 26, 31, 1874.	Washington	Cal	do		6 40
December 5, 1873.	Laporte	Cal	do		
December 11, 1873.		Cal	Failed to arrive; carrier intoxicated.	5 00	11 53
Jan. 19, 26; Mar. 9, 1874	Waldo	Cal	Failed to arrive		17 28
From Oct. 1 to Oct. 14, 1871.	From Peters to Oakdale.	Cal	No service		36 14
Quarter ending March 31, 1874.	Between Point of Timber and Santa's.	Cal	do		60 71
February 3, 1874	Chico	Cal	Failed to arrive		
Jan. 16, 31; Feb. 18; Mar. 13, 1874.	Princeton	Cal	do		18 60
March 9, 1874	Roseburgh	Oreg	do		
March 13, 1874	Randolph	Oreg	do		48 94
March 10, 1874	Brownsville	Oreg	do		5 72
March 28, 1874	Ashland	Oreg	do		
March 14, 28, 1874	Lake City	Oreg	do		77 47
Jan. 22; March 12, 1874	Roseburgh	Oreg	do		
Jan. 27; March 3, 10, 1874	Empire City	Oreg	do		57 60
From Nov. 1, 1873, to Mar. 31, 1874.		Wash	No service performed		140 94
March 21, 1874	Logan	Utah	Failed to arrive		
March 20, 1874	Oxford	Utah	do		17 76
March 30, 1874	Salt Lake City	Utah	do		
March 30, 1874	Ophir	Utah	do		12 82

agent of Department at Galveston that but two failures occurred at that office in the month of February—miles of round trip January 14, 1874, was performed.

*Fines imposed on contractors and deductions*

WEEK ENDING SATURDAY.

No. of route.	Termini of route.	Contractor's name.	Annual compensation.	Half-trip.
16649	Salt Lake City to Wanship .....	W. H. Kimball .....	\$750 00	\$3 40
16649	do .....	do .....		
16643	Virgin City to Panquitch .....	William H. Bishop .....	1,851 00	17 79
4479	Farmville to Pemberton .....	C. B. Perkins .....	619 38	2 37
4592	Newport to Mountain Lake .....	Benjamin F. Porterfield...	177 33	15
4533	Salem, New Castle, Ripley's Mills .....	Smith Caldwell .....	500 00	\$1 84, 0 36
6164a	Herndon to Swainsborough.....	R. J. Rugaly .....	300 00	2 76

a Remit \$5.76, the deduction made April 25, 1874. The postmaster at Swainsborough certifies no water in a sluice.

*made from their pay, &c.*—Continued.

JUNE 27, 1874, INCLUSIVE—Cont'd.

Date of delinquency.	Place of delinquency.	State.	Nature of delinquency.	DECISION.	
				Fines.	Deductions.
March 18, 1874 .....	Salt Lake City..	Utah....	Failed to arrive .....	}	
March 19, 1874 .....	Wanship .....	Utah....	do.....		\$4 80
February 24, 1874 .....	Panquitch .....	Utah....	do.....		17 79
From Feb. 16, to Mar. 31, 1874.	Pemberton.....	Va.....	Service performed to Cartersville, one mile from Pemberton.		1 87
Month of Feb., 1874.....	.....	Va.....	No service performed .....		13 65
Quarter ending Mar. 31, 1874.	Between New Castle and Ripley's Mills.	Va.....	do.....		20 83
.....	.....	.....	.....		.....

statement of contractor that the mail came within one mile of Herndon, March 20, 1874, owing to high

JOHN A. J. CRESWELL,  
*Postmaster-General.*

C



ROBERTS BREECH-LOADING MUSKET AND CARBINE.

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L E T T E R

FROM

T H E S E C R E T A R Y O F W A R,

RELATIVE TO

*The manufacture at the Springfield Armory of the Roberts breech-loading musket and carbine.*

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FEBRUARY 3, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT,  
*January 26, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Military Affairs, a report of the Chief of Ordnance, of the 21st instant, in reply to the letter of the chairman of said committee requesting information and suggestions in relation to House bill 3875, directing the manufacture, at the Springfield Armory, of the Roberts breech-loading musket and carbine.

WM. W. BELKNAP,  
*Secretary of War.*

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ORDNANCE OFFICE, WAR DEPARTMENT,  
*Washington, January 21, 1875.*

SIR: I have the honor to return herewith the letter of the chairman of the House Military Committee, of 15th instant, together with its inclosure, being House bill No. 3875, directing the manufacture of the Roberts breech-loading musket and carbine at the national armory, for the military service.

In reply to that portion of the letter asking information as to "any suits pending for violation of patent on such musket and carbine," I have to state that the only suit known to this Bureau, arising out of alleged infringement of patent on the Roberts arms, is that of Roberts vs. Schuyler *et al.*, begun in the United States circuit court for the southern district of New York, June, 1874.

In reply to that portion requesting "any other information or sugges-

tions in relation to the inclosed bill," I have the honor to submit the following:

Since the first institution of measures for the introduction of breech-loading arms into the infantry branch of the military service, in 1865, there have been called, at various times, boards composed of officers of various arms of service to consider all patterns of military breech-loading arms that might be submitted. Four boards have been convened during this period, before three of which the Roberts arm has been brought, where it was in each case subjected to competitive test with the other breech-loaders presented. The first of these trials, wherein the Roberts arm competed, was before what is known as the Hancock board of 1866, the proceedings of which will be found in the report of the Secretary of War, Ex. Doc. No. 1, H. of R., 2d sess. 39th Cong., 1866-'67. No printed copy is available in this office for transmission herewith.

The second competitive trial was before what was known as the Saint Louis board, a *résumé* of the proceedings of which is herewith submitted.

One thousand each of the first three arms selected as the best by the Saint Louis board, and one thousand of another pattern named by the board as among the best, were made at the national armory and subjected to competitive trial in the hands of troops in the field for a period of more than a year. The results of these competitive field trials were laid before the board instituted under the proviso of the first section of Army appropriation act of June 6, 1872. (For the proceedings of this board, see report of Chief of Ordnance, 1873, copy herewith.)

This board, commonly known as the Terry board, did not confine itself to the mere consideration of previous reports of trials of competing arms, but it instituted elaborate and exhaustive trials for itself of all breech-loading arms that were presented to it from all sources, foreign and domestic. The collection of military breech-loading arms before this board was probably the most complete of any that had ever been made in this country. The board reached its conclusions after a thorough analysis of the results of trials made in the field and before itself, and a minute comparison of the many arms before it in regard to number of parts, ease of manipulation, strength, liability to become disordered, &c., and as the law under which this board was instituted had provided that the breech-loading system which should be recommended by it and adopted should "be the only one to be used by the Ordnance Department in the manufacture of muskets and carbines for the military service," it was thought that the law itself was notice to all persons desirous of submitting their arms to the jurisdiction of the board that its determination would be conclusive, so far as their arms were concerned, in the race for governmental patronage and favor.

The Roberts arm was submitted to this last board, and the adoption by the board of a model differing from it left it in the long catalogue of arms—meritorious and otherwise—that are now excluded by law from the military service.

The wisdom of the law in adopting a specific model upon which all muskets and carbines for the military service are to be made admits of little controversy when the selection of the best, or, at the least, a proper model has been assured. Congress has, however, seen fit in one instance to vary the apparent policy of the law, (Rev. Stat. sec. 1672,) by appropriating (sundry civil appropriation act of June 23, 1874) \$10,000 for testing one of the arms that was before the last above-mentioned board, necessitating thereby the manufacture of such arms, to the extent of the money appropriated, at the national armory. Whether a similar relaxa-

tion should be made in favor of the Roberts arm is a question that this bureau would prefer to leave to the discretion of Congress, upon a view of the law and record as here presented upon this important subject.

Respectfully, your obedient servant,

S. V. BENÉT,

*Brigadier-General, Chief of Ordnance.*

The Hon. SECRETARY OF WAR.

## ORDNANCE MEMORANDA, No. 11.

*Board of officers at Saint Louis, Mo., June 10, 1870.*

ORDNANCE OFFICE, WAR DEPARTMENT,  
*Washington, D. C., August 1, 1870.*

The following *résumé* of the proceedings of the board of officers convened at Saint Louis, Mo., March 2, 1870, under the following orders, viz :

[General Orders No. 60.]

HEADQUARTERS OF THE ARMY, ADJUTANT-GENERAL'S OFFICE,  
*Washington, August 6, 1869.*

A board of officers will assemble at Fort Leavenworth, Kans., on or about the 15th day of September, and continue its sessions from time to time, at such places as the board may determine, to practically test the systems of tactics heretofore adopted for the artillery, cavalry, and infantry arms of service.

The board will be composed as follows :

Maj. Gen. J. M. Schofield, United States Army.  
Bvt. Brig. Gen. J. H. Potter, Lieut. Col. Fourth Infantry.  
Bvt. Maj. Gen. Wesley Merritt, Lieut. Col. Ninth Cavalry.  
Maj. James Van Voast, Eighteenth Infantry.  
Bvt. Col. John Hamilton, Major First Artillery.

By command of General Sherman :

E. D. TOWNSEND,  
*Adjutant-General.*

[General Orders No. 72.]

HEADQUARTERS OF THE ARMY, ADJUTANT-GENERAL'S OFFICE,  
*Washington, October 23, 1869.*

I. The board of officers assembled at Saint Louis, Mo., for the revision of tactics, of which Maj. Gen. J. M. Schofield is the president, will, in addition to the duties assigned, also examine and report on the best small-arms and accouterments for the use of the Army of the United States. This board will act in conjunction with a board of naval officers, and endeavor, if possible, to adopt small-arms of a pattern and caliber suitable to both branches of the service, with common ammunition and parts interchangeable.

II. The commanding officers of Saint Louis Arsenal and of the engineer battalion at Jefferson Barracks are hereby associated with the Army board in all its experiments and tests, and the troops stationed at these posts, with all their resources, are hereby placed subject to the orders of this board, with a view to make these tests as perfect as the time allowed will permit.

III. The board will embrace in its examination the arms and accouterments now in use, or any that may be sent to it from any quarter whatever, subject to the conditions of this order; and all persons interested in small-arms and accouterments, in knapsacks and haversacks, are hereby invited to submit their samples to the inspection and test of this board; and to this end they may send their samples, properly boxed and marked, to the commanding officer of the Saint Louis Arsenal, freight prepaid, at any time prior

to March 1, 1870, and the commanding officer will cause the same to be receipted for, subject to the uses and conditions of this order.

IV. Owners and patentees will not be heard in person or by attorney, and must trust to the merits of their samples; but they may send along with their samples any printed or manuscript description to facilitate the manipulation of the parts.

V. In the final report, which should, if possible, be rendered by May 1, 1870, the board will designate the six best muskets for infantry, carbines and pistols for cavalry and artillery, and six sets of accouterments, knapsacks, and haversacks, in the order of merit, and the War Department will purchase the same at a price fixed by the owner and approved by the board. In making its selections the board will take into consideration all the elements of the problem, viz: Simplicity of construction, uniformity of caliber, character of ammunition, interchangeability of parts, and the condition of the present supply on hand in the various arsenals.

VI. After the board has made its award, the arms and accouterments not selected will be reboxed and held in the Saint Louis Arsenal, subject to the order of the owner or his agent.

By command of General Sherman.

E. D. TOWNSEND,  
*Adjutant-General.*

together with their final report upon the subject of small-arms, accouterments, and equipments for the use of the Army of the United States, with the action of the General of the Army and of the Secretary of War thereon, is published for the information of the officers of the Ordnance Corps.

A. B. DYER,  
*Chief of Ordnance, U. S. A.*

## RÉSUMÉ OF THE PROCEEDINGS OF THE BOARD.

The board met at Saint Louis Arsenal March 2, 1870, in pursuance of the foregoing orders. General J. H. Potter was deputed to conduct the experiments and tests determined on by the board. Capt. K. R. Breese, United States Navy, was present during all the experiments of the board until April 5, 1870. These experiments were commenced March 11, and continued till their completion, May 23, 1870.

### LIST OF ARMS, ACCOUTERMENTS, AND EQUIPMENTS.

The following is a list of the arms, accouterments, and equipments received at the Saint Louis Arsenal, under the provisions of General Orders No. 72, and examined by the board, viz:

#### *Rifles.*

- 1 Remington rifle, caliber .50", No. 286, from Springfield Armory.
- 1 Springfield breech-loading rifle-musket, caliber .50", model 1868, from Springfield Armory.
- 2 Peabody (Wessely) rifles, caliber .42" (withdrawn.)
- 1 Peabody (Wessely) rifle, caliber .42".
- 1 Peabody (self-rocking) rifle, caliber .42".
- 2 Peabody (Spanish) rifles, caliber .43".
- 2 Peabody (Roumanian) rifles, caliber .45".
- 2 Peabody (Springfield) rifles, caliber .50".
- 1 Remington rifle, caliber .42", No. 2.
- 1 Remington rifle, caliber .44", No. 3, sword-bayonet.
- 1 Remington rifle, caliber .50", No. 4.



- 1 Remington rifle, caliber .51", No. 5, triangular bayonet.
- 1 Remington (Spanish) rifle, caliber .43".
- 1 Remington (Ryder) rifle, caliber .50".
- 1 Remington (modified) rifle, caliber .50".
- 2 Roberts (Springfield) rifles, caliber .50", United States bayonets.
- 1 Roberts (Springfield) rifle, caliber .50", No. 4, United States bayonets.
- 1 Roberts (Jackson's improvement) rifle, caliber .50".
- 1 Roberts (Starr's improvement) rifle, caliber .50".
- 1 Roberts center-lock rifle, caliber .50".
- 1 Berdan rifle, caliber .42".
- 1 Colt's rifle, caliber .42", triangular bayonet.
- 1 Colt's rifle, caliber .50", triangular bayonet.
- 1 Thieme (Baxter's) rifle, caliber .50", United States bayonet.
- 2 Triplet & Scott rifles, caliber —.
- 1 Sharps musket, caliber .50", United States bayonet.
- 1 Ward-Burton rifle, caliber .42", triangular bayonet.
- 1 Ward-Burton rifle, caliber .45", sword-bayonet.
- 1 Ward-Burton rifle, caliber .50".
- 1 Hubbell rifle, caliber .50".
- 1 Martini rifle, (long block,) caliber .45".
- 1 Martini rifle, (short block,) caliber .45".
- 1 Morgenstern rifle, caliber .42".
- 1 Morgenstern rifle-barrel, caliber .50".
- 1 Couroy rifle, caliber .42".

#### *Carbines.*



- 1 Remington carbine, caliber .44", No. 1.
- 1 Roberts center-lock carbine, caliber .50".
- 1 Sharps carbine, caliber .50".
- 1 Remington carbine, caliber .50", from Springfield Armory.
- 1 Sharps carbine, caliber .50", from Springfield Armory.
- 1 Spencer carbine, caliber .50", (Stabler attachment,) from Springfield Armory.
- 1 Springfield carbine, caliber .50", (Stabler attachment,) from Springfield Armory.
- 1 Couroy carbine, caliber .45".

#### *Pistols.*

- 1 Remington revolver, caliber .44", Springfield Armory.
- 1 National Arms Company revolver, caliber —.
- 1 Remington single pistol, (modified,) caliber .50".
- 1 Remington single-barreled pistol, caliber .50".
- 4 Remington revolvers, caliber .44", Nos. 2, 3, 4, and 5, respectively.
- 1 Smith & Wesson revolver, caliber .44".
- 1 Whitney Arms Company revolver, stationary breech, caliber .44".
- 1 Whitney Arms Company revolver, revolving breech, caliber .44".

#### *Bayonets.*

- 2 Remington rifles, caliber .50", with Col. Anson Mills's bayonet-attachment.
- 1 Contract R. M., model 1861, caliber .58", with P. A. Oliver's bayonet-attachment.

1 Contract R. M., model 1863, caliber .58", with trowel bayonet in stock, (Capt. De Witt C. Poole.)

25 trowel bayonets and scabbards, (Lient. E. Rice, U. S. A.)

*Miscellaneous.*

Dr. Hay's attachment to Springfield B. L. R. M., caliber .50", model 1868.

Dr. Hay's attachment to Remington revolver, caliber .44".

Dr. Calver's automatic extractor for Colt's revolver.

Contract R. M., caliber .58", model 1869, with hair trigger.

Springfield B. L. R. M., caliber .50", model 1866, with firing-pin of proper length to explode but not pierce the primer.

4 sets of tools for reloading Berdan cartridges, calibers .42", .43", .45", and .58", respectively.

2 sets of tools for reloading Berdan cartridges, caliber .50".

Cartridges from J. W. H. Giesler, N. Y.

*Accouterments and equipments.*

Baxter's accouterments.

Sherlock's accouterments.

Snyder's accouterments.

Seymour's accouterments.

Penrose's accouterments.

Horstman's accouterments.

Cooking canteen.

Metallic tompon.

Picket-pin, (H. W. Lyon.)

A. W. Sus's knapsack.

O. E. Woods's knapsacks, (2.)

Lieut. W. C. Manning's knapsack.

Col. G. K. Mizner's knapsack and saddle-bags.

Capt. J. Clifford's knapsack and cartridge-belts.

General Hoffman's bayonet scabbard-attachment.

William Cline's baggage-supporter.

Charles Ewing's tent-overcoat.

2 tents, (Gen. B. S. Roberts.)

Bridle and bit.

2 cartridge-boxes, different sizes, (D. W. C. Baxter.)

1 cartridge-box, (O. H. F. Thieme.)

6 cartridge-boxes, different sizes, (Capt. S. A. Day.)

1 cartridge-box and belt, (Capt. H. F. Brewerton.)

1 cartridge-box, (Lient. C. L. Best.)

2 cartridge-boxes, (Lient. J. R. McGinness.)

1 cartridge-box magazine, (J. M. Hawkins.)

1 cartridge-box, (Kilbourn Knox.)

1 cartridge-box, (A. D. Laidley.)

1 cartridge-box, (Lient. Thomas Connolly.)

4 cartridge-boxes, cavalry, with belts and pouches, (Lient. J. G. Butler.)

4 cartridge-boxes, infantry, with belts and pouches, (Lient. J. G. Butler.)

1 cartridge-belt, with detachable thimbles and tompons, and belt-plate;

10 cartridge-belts and plates, (Col. Anson Mills.)

- 1 cartridge-box, (Capt. N. H. Coster.)
- 4 cartridge-boxes, (J. Howlett.)
- 1 cartridge-box, (Gen. B. S. Roberts.)
- 1 cartridge-box, Gen. A. Baird.)
- 1 cartridge-box, (Captain Clifford.)
- 1 cartridge-box, (General Morris.)
- 2 cartridge-boxes, (Benjamin Loyd.)
- 1 cartridge-box, holster, leather, (Lieut. Thomas Connolly.)
- 1 cartridge-box, holster, wood, (Lieut. Thomas Connolly.)
- 1 cartridge-box, (Lieut. Thomas Connolly.)

### EXPERIMENTS WITH FIRE-ARMS.

It was decided to confine the experiments with fire-arms to tests of the qualities of the breech-mechanism of the various systems submitted to the board, using the ammunition furnished by the inventors, and subjecting each arm to the same tests as far as practicable. The following programme of experiments was adopted, viz :

I. *Simplicity of construction*.—Each arm to be dismounted, examined, and the number of its pieces to be noted.

II. *Accuracy of fire*.—Test: fifteen shots to be fired from a fixed rest at a target; distance, 100 yards.

III. *Rapidity of fire*.—Test: twenty-five shots to be fired from the shoulder; fair aim to be taken at the target; distance, 100 yards.

IV. *Endurance*.—Test: each gun to be fired at a target 500 times from a fixed rest; distance, 100 yards. The arm to be allowed to cool at the end of each 100 rounds, but not to be cleaned during the test. At the end of this test the arm to be cleaned and examined, to ascertain its condition.

V. *Effects of exposure to the weather and firing*.—Test: four hundred rounds to be fired without cleaning the arm; one hundred on each alternate day. The arm to be exposed to the effects of the sun and rain (or water artificially applied) during each day of the tests, and the exposure continued for three days thereafter. The arm then to be cleaned and examined.

VI. *Effects of sand and dust on the breech-mechanism*.—Test: eight shots to be fired; then fine dry sand to be sifted over the breech-mechanism, when closed, and eight shots fired; then fine, dry sand to be sifted over the same parts when open, and nine shots fired. The sand to be removed in each case by shaking the piece, or using only the hand. The piece then to be examined and cleaned.

VII. *Effects of salt water*.—Test: the arm to be placed for three hours in brine, covering the breech-mechanism and chamber; then to be exposed in the open air until the next day, and fifty shots to be fired.

VIII. *Effects of defective ammunition*.—Test: the arm to be fired with six cartridges rendered defective in the following manner: 1st, one cut longitudinally from the end of the case to the rim, and placed in the chamber with the cut upward. 2d, one cut longitudinally from the end of the case to the rim, and placed in the chamber with the cut downward. 3d, one to be cut helically from the end of the rim. 4th, one to be cut at the base, so that the firing-pin in firing will pierce it. 5th, one to be pierced through the base at four points. 6th, one to be filed through the rim.

IX. *Strength of the breech-mechanism*.—Test: the arm to be fired once with a double and once with a triple charge of powder and lead.

The results with the best samples of the six principal systems reported upon by the board are as follows:

#### I.—REMINGTON RIFLES.

##### 1.—*Remington rifle, modified so as to load at the half-cock, caliber .50", (sent by Colonel Schofield.)*

I. Was dismantled, examined, and found to consist of 55 pieces.

II. This arm was fired with United States cartridges, for *accuracy*.

III. The arm was fired for *rapidity*. Time, 2 minutes 38 seconds; one cartridge failed to ignite; barrel slightly leaded.

IV. Arm tested for *endurance*:

First 100 rounds: time, 11 minutes; one cartridge failed to ignite; barrel slightly fouled; distance between extreme shots, 30 inches; cases extracted with difficulty.

Second 100 rounds: time, 10 minutes 30 seconds; one cartridge failed to ignite; distance between extreme shots, 34 inches.

Third 100 rounds: time, 11 minutes; six cartridges failed to explode; distance between extreme shots, 68 inches.

Fourth 100 rounds: time, 12 minutes; six cartridges failed to ignite; balls ranged wild.

Fifth 100 rounds: time, 11 minutes; five cartridges failed to explode; shots all over target.

The arm worked well throughout the test; many of the cases were drawn with difficulty; the mainspring worked with much friction on the hammer, and small particles of iron were found in the breech-mechanism; barrel much fouled and leaded.

V. Arm was *exposed* and fired, as prescribed in the fifth test, from April 7 to April 16, and worked freely throughout this trial; no additional signs of weakness.

VI. The arm was subjected to the *sand* test, and worked freely throughout this test; some sand was found on the inside of the guard-plate among the springs.

VII. Arm subjected to the *salt-water* test. It was rusty, but worked freely.

VIII. Arm fired with *defective cartridges*. There was a slight escape of gas from the fifth, and much gas escaped from the sixth cartridge; piece uninjured.

IX. Test of strength by firing *increased charges*. After the second charge the breech-block moved very stiffly; the lower portion of the barrel was pressed against the breech-block; the lower portion of the chamber was enlarged.

##### 2.—*Remington rifle (Springfield barrel) No. 4, caliber .50", sent from Remington & Sons.*

I. Was dismantled, examined, and found to consist of 55 pieces.

II. This arm was fired with the Sharps (Martin) cartridge, for *accuracy*.

III. The arm was fired for *rapidity*. Time, 2 minutes 3 seconds.

IV. Arm tested for *endurance* with United States cartridges:

First 100 rounds: time, 7 minutes 5 seconds; four cartridges failed to ignite; dispersion of balls, 25 by 21 inches.

Second 100 rounds: time, 5 minutes 28 seconds; one cartridge failed to ignite; dispersion of balls, 22 by 19 inches.

Third 100 rounds: time, 4 minutes 57 seconds; dispersion of balls, 20½ by 23 inches.

Fourth 100 rounds: time, 5 minutes 7 seconds; two cartridges failed to ignite; dispersion of balls, 24 by 20 inches.

Fifth 100 rounds: time, 4 minutes and 40 seconds; one cartridge failed to ignite; dispersion of balls, 24 by 20 inches.

The arm worked freely throughout this test; the barrel was very little fouled; no leading; no signs of weakness or wear in any of the parts.

V. Arm was *exposed* and fired, as prescribed in the 5th test; it was very rusty, but worked freely throughout, and showed no signs of weakness or wear in any of the parts.

VI. Arm was subjected to the *sand* test, and worked freely; some sand was found on the inside of the guard-plate among the springs.

VII. Arm subjected to *salt-water* test, and though very rusty, worked freely; no signs of weakness,

VIII. Arm fired with *defective cartridges*. No apparent escape of gas in the first three; the case of the second extracted with difficulty; gas escaped in the fourth and fifth, and in the sixth, cartridge aflame was seen above the breech-block; it worked freely and was not injured.

IX. Arm tested for strength with *increased charges*. After the second charge, the breech was opened with difficulty; another shell was not easily extracted; the chamber was slightly enlarged near the extractor; the piece otherwise uninjured.

The breech-block of this arm differs from the one submitted to the board from the Springfield Armory, in that it is without a groove in its front, underneath the barrel, and is somewhat stronger in rear of the pivotal pin; the shell-extractor is placed somewhat nearer the bottom of the chamber.

## II.—SPRINGFIELD BREECH-LOADING RIFLE-MUSKET.

*Springfield breech-loading rifle-musket, caliber .50", No. 14,515, sent from Springfield Armory.*

I. Was dismounted, examined, and found to consist of 62 pieces.

II. This arm was fired with the United States cartridge for *accuracy*.

III. The arm was fired for *rapidity*. Time, 2 minutes 33 seconds.

IV. Arm tested for *endurance*:

First 100 rounds: time, 11 minutes 30 seconds; barrel slightly fouled.

Second 100 rounds: time, 11 minutes; distance between extreme shots, 22½ inches.

Third 100 rounds: time, 11 minutes; distance between extreme shots, 17½ inches.

Fourth 100 rounds: time, 10 minutes 30 seconds; distance between extreme shots, 21½ inches.

Fifth 100 rounds: time, 9 minutes 30 seconds; distance between extreme shots, 21 inches.

One cartridge failed to ignite during the test; barrel slightly fouled; no leading.

The arm was cleaned and examined; no signs of weakness or wear in any of the parts; the extractor worked well, throwing the cases clear of the piece in every instance.

V. This arm was *exposed* and fired, as prescribed in the 5th test, from April 7th to April 16th, and worked freely throughout this test; it was

very rusty, especially in the receiver; no signs of wear or weakness in any of the parts.

VI. The arm was subjected to the *sand* test. It worked freely throughout this test; but very little sand remained in the receiver.

VII. Arm subjected to *salt-water* test, and was quite rusty; it worked freely; no signs of wear or weakness.

VIII. Arm fired with *defective cartridges*. No apparent escape of gas in the first three; these shells extracted easily; in the fourth, some gas passed up the firing-pin and blackened the face of the hammer; great escape of gas from the fifth and sixth; no signs of weakness or injury in any of the parts; the gun worked well.

IX. Arm was tested for strength with the *increased charges*. The effect of the second charge was to blow off the entire base of the case; no injury to the piece; great escape of gas; gun worked stiffly; arm examined; no signs of wear or weakness in any of the parts.

### III.—SHARPS RIFLE MUSKET.

*Sharps rifle-musket, caliber .50'', sent by Sharps Rifle Manufacturing Company.*

I. Was dismounted, examined, and found to consist of 78 pieces.

II. This arm was fired with the Sharps (Martiu) cartridge for *accuracy*.

III. The arm was fired for *rapidity*. Time, 2 minutes 41 seconds; one cartridge failed to ignite; no leading of the barrel.

IV. Arm tested for *endurance*:

First 100 rounds: time, 11 minutes; two cartridges failed to ignite; dispersion of balls, 11 by 13 inches; barrel slightly fouled; no leading.

Second 100 rounds: time, 9 minutes; three cartridges failed to ignite; dispersion of balls, 34 by 9 inches.

Third 100 rounds: time, 7 minutes; dispersion of balls, 16 by 9 inches.

Fourth 100 rounds: time, 5½ minutes; dispersion of balls, 15½ by 7 inches.

Fifth 100 rounds: time, 6 minutes; eight cartridges failed to ignite; dispersion of balls, 20 by 10 inches.

The arm worked freely throughout the test; fouling of barrel not increased after the first 100 rounds; no leading.

V. Arm *exposed* and fired, as prescribed in 5th test, from April 7th to April 16th, and worked freely throughout the test; the front guard-screw was found to be broken; no other signs of wear or weakness in any of the parts; arm slightly rusted.

VI. The arm was subjected to the *sand* test. Two cartridges failed to ignite; arm worked freely, and very little sand remained in the breech mechanism.

VII. Arm subjected to the *salt-water* test, and, though quite rusty, worked freely; no signs of wear or weakness.

VIII. Arm fired with *defective cartridges*. In the fourth cartridge gas passed up the firing-pin; gas escaped from above and below the breech-block; piece not injured.

IX. Arm tested for strength with *increased charges*. The second charge blew off the base of the case, so that the extractor could not remove it from the chamber; piece not injured, and worked freely.

## IV.—MORGENSTERN RIFLE.

*Morgenstern rifle, caliber .42", sent by Herman Boker & Co.*

I. Was dismounted, examined, and found to consist of 44 pieces.

II. This arm was fired for *accuracy* with the Berdan cartridge (greased); three cartridges failed to ignite.

III. The arm was fired for *rapidity*. Time, 2 minutes 46 seconds; ten cartridges failed to ignite. The cartridges were partially freed from the external lubricant on the ball-patch, and the arm again fired for rapidity; time, 2 minutes 25 seconds; seven cartridges failed to ignite; stock slightly split at the recoil shoulder on both sides of the barrel.

IV. Arm tested for *endurance*:

First 100 rounds: Time, 14 minutes 30 seconds; dispersion of balls, 30 by 12½ inches; many of the cartridges failed to ignite.

Second 100 rounds: The seventy-fifth cartridge failed to ignite, after which twelve cartridges were tried and all failed to ignite.

Arm removed, as it would not ignite the cartridges.

The same breech-mechanism having been fitted to the Springfield barrel, caliber .50" (sent with the rifle) was again tested for *endurance* with the Sharps (Martin) cartridge, unpatched ball.

First 100 rounds: Time, 6 minutes 58 seconds; dispersion of balls, 20 by 32 inches; twelve cartridges failed to ignite.

Second 100 rounds: The seventy-eighth cartridge failed to ignite, as did several which were immediately afterward tried. On examination of the breech-block it was found that the hammer-shoulder-washer was partially unscrewed, so as to prevent the point of the hammer from projecting sufficiently to ignite the cartridges.

The arm having been cleaned, and the shoulder-washer screwed into its proper position, it was tested again for *endurance*:

First 100 rounds: Time, 8 minutes 22 seconds; thirty-five cartridges failed to ignite; dispersion of balls, 41 by 28 inches.

Second 100 rounds: Time, 7 minutes 15 seconds; thirty cartridges failed to ignite; dispersion of balls, 25 by 16 inches.

Third 100 rounds: Thirteen cartridges tried; eight failed to ignite. The arm was withdrawn, and a stronger spring (one sent with the arm for the United States caliber .50" cartridge was inserted, and the firing resumed; dispersion of balls, 14 by 16 inches; seven cartridges failed to ignite.

Fourth 100 rounds: Time, 10 minutes 40 seconds: sixteen cartridges failed to ignite; dispersion of balls, 34 by 22 inches.

Fifth 100 rounds: Time, 6 minutes 7 seconds; all the cartridges ignited; dispersion of balls, 55 by 40 inches; barrel somewhat fouled, and slightly leaded; the mainspring did not work freely, owing to too much friction.

V. This arm was *exposed* and fired, as prescribed for the fifth test, from April 19 to April 28; the arm was very rusty in the inside of the receiver, but the working parts were free from rust and in good working order; the upper end of the thumb-piece was broken during the firing, and was replaced by one of a different pattern (sent with the arm.)

VI. Arm was subjected to the *sand* test, and worked freely throughout, and but very little sand remained in the receiver.

VII. Arm subjected to the *salt-water* test, and, though rusty, worked freely; no signs of wear or weakness.

VIII. Arm fired with *defective cartridges*. Gas escaped from the last

three cartridges; the last one threw the hammer back to half-cock; arm uninjured.

IX. Arm was tested for strength with *increased charges*. The second charge broke the face plate off its shoulder, and cracked it radially in five places; hammer thrown back to half-cock; the base of the case was blown off; except the face plate, the piece was uninjured.

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#### V.—MARTINI-HENRY RIFLE.

##### 1.—*The Martini rifle, caliber .45", (short breech-block,) sent by F. Martini, Switzerland.*

I. Was dismantled, examined, and found to consist of 61 pieces.

II. The arm was fired for *accuracy* with the Boxer cartridge, (bottle-shaped,) paper-patched ball; in three instances the hammer pierced the primer.

III. The arm was fired for *rapidity*. Time, 6 minutes; sixteen cases were forced out with the ramrod; in some instances the base became detached by the ramrod, and the remainder of the case was removed with pliers.

IV. Arm tested for *endurance*:

First 100 rounds: Sixty shots fired; after the fifth cartridge every case was removed with the ramrod or with pliers. On examination it was found that the cases were covered with a lacquer. This was removed from the remainder of this 100 rounds by means of alcohol. The cases then were readily drawn by the extractor, with five exceptions, when the ramrod was applied; dispersion of balls, 17 by 27 inches.

There being but 250 cartridges received for each Martini rifle, the number of cartridges used in most of the tests for these arms was necessarily reduced, and one test omitted. One hundred and fifty cartridges was to be used in the fourth test.

Fifty rounds, from some of which the lacquer was removed, were fired; the cases of those from which the lacquer was wiped, extracted easily; the others it was necessary to force out with the ramrod; in one instance the extractor removed the iron base of the case without starting the shell, and it was removed with pliers; the case of the forty-sixth cartridge could not be removed even with the rammer and pliers; the test was discontinued.

The arm worked stiffly throughout this test.

The fifth test was omitted.

VI. Arm subjected to *sand* test. Three shots fired; after the first shot the sand was sifted over the breech mechanism closed, and one shot fired; then the sand was sifted over the breech mechanism when open, and one shot fired; the breech mechanism worked freely, but did not extract the cases; sand was found in the receiver, on the guard-plate, and in rear of the breech-block.

VII. The arm was subjected to the *salt-water* test, and four shots fired; arm somewhat rusted, but worked freely; in each instance the cases were extracted by the extractor on second trial.

VIII. Arm tested with *defective cartridges*. No escape of gas from the first three cartridges; gas escaped at the breech-block from the fourth and fifth; great escape of gas from the sixth cartridge; the lever was unlocked and the breech block was slightly lowered.



IX. Arm tested for strength by firing *increased charges*. Gas escaped from the breech and unlocked the lever; arm uninjured; no signs of wear or weakness, with the exception that the lever was unlocked in one instance by firing a defective cartridge, and in two instances by firing increased charges.

2.—*The Martini rifle, caliber .45", (long block,) sent by F. Martini, Switzerland.*

I. Was dismounted, examined, and found to consist of 62 pieces.

II. The arm was fired for *accuracy* with the Boxer cartridge (cylindrical paper-patched ball.)

III. Arm fired for *rapidity*. Time, 2 minutes 38 seconds; the cases were not extracted in every instance; the first time the breech-block was opened.

IV. Arm tested for *endurance* with 150 rounds:

First 100 rounds: Time, 12 minutes; dispersion of balls, 35 by 43 inches; two cases were removed with the ramrod; in one instance the base of the shell was removed by the extractor without starting the case; the base was pulled off by the extractor without starting the case, which was removed with pliers; in some instances the primers were pierced.

50 rounds: Dispersion of balls, 43 by 21 inches; the cases, with three exceptions, were drawn by the extractor; arm worked stiffly; barrel slightly fouled; no leading.

V. Weather-test omitted.

VI. Arm subjected to the *sand* test. Three shots fired; after the first shot, sand was sifted over the breech mechanism closed, and one shot fired; then sand was sifted over the breech mechanism open, and one shot fired. After the second application of sand the firing-pin at first did not come in contact with the cartridge, but did after several trials. Arm worked stiffly, and with a grating noise. On examination, sand was found in the receiver, in the notches of the tumbler, among the pieces attached to the guard-plate.

VII. Arm subjected to the *salt-water* test, and four shots fired; arm did not cock, at first, every time the breech was entirely opened, but did after working it some time; extractor started the cases, but did not draw them from the chamber.

VIII. Arm fired with *defective cartridges*. No escape of gas from the first and third cartridges; gas escaped from the second, fourth, and fifth cartridges; the sixth cartridge unlocked and slightly depressed the lever; the upper stud of the safety device was blown off; heavy escape of gas below the breech-block.

IX. Arm tested for strength by firing with *increased charges*. Gas escaped from the breech and unlocked the lever. With the exceptions above noted, no signs of wear or weakness in any of the parts.

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VI.—WARD-BURTON RIFLE.

*The Ward-Burton rifle, caliber .50", sent by N. G Ward, New York.*

I. Was dismounted, examined, and found to consist of 57 pieces.

II. The arm was fired with the United States cartridge, for *accuracy*.

III. The arm was fired for *rapidity*. Time, 2 minutes 21 seconds.

IV. Arm tested for *endurance*:

First 100 rounds: time, 5 minutes; distance between extreme shots, 59 inches; barrel much leaded.

Second 100 rounds: time, 5 minutes 35 seconds; distance between extreme shots, 57 inches.

Third 100 rounds: time, 5 minutes 10 seconds; distance between extreme shots, 58 inches.

Fourth 100 rounds: time, 4 minutes 30 seconds; balls wild; gun turned on the river; barrel very much leaded.

Fifth 100 rounds, time 4 minutes 20 seconds; balls thrown on the river.

Arm worked freely; no signs of wear or weakness in any of the parts; cases easily extracted, and thrown clear of the piece.

V. This arm was *exposed* and fired, as prescribed in the fifth test, from April 7th to April 16th; arm rusty, but worked freely; no signs of wear or weakness.

VI. The arm was subjected to the *sand* test. It worked freely, and very little sand was found in the breech mechanism.

VII. Arm subjected to the *salt-water* test. The arm was rusty, but worked freely; no signs of wear or weakness.

VIII. Arm fired with *defective cartridges*. Slight escape of gas from the last three cartridges; piece uninjured.

IX. Arm was tested for strength with *increased charges*. Piece uninjured; shells were extracted with difficulty.

## REPORT.

The board remained in session, experimenting with and discussing the merits of the various arms and other devices presented to them, until the 10th of June, 1870, when they adjourned, after having submitted the following report:

### OFFICE BOARD ON TACTICS, SMALL-ARMS, &C.,

*St. Louis, Mo., June 10, 1870.*

GENERAL: The board of officers appointed by General Orders No. 60, Headquarters of the Army, Adjutant-General's Office, August 6, 1869, and whose duties were enlarged by General Orders No. 72, of October 23, 1869, have the honor to submit the following report upon the subject of small-arms and accouterments for the use of the Army of the United States:

### SMALL-ARMS.

We respectfully refer, first, to the accompanying list of arms, accouterments, &c., submitted for examination; second, to the daily record of proceedings, giving the plan adopted by the board for testing the qualities of the various systems of arms submitted, the record of those tests, and their results in detail; and third, an abstract from the record giving a history of the experiments with each arm.

In addition to the recorded experiments, each arm was manipulated and its parts minutely examined by the members of the board.

Our investigations have been limited to the determination of the relative merits of the various SYSTEMS of breech-loading small-arms, without regard to the questions of caliber, rifling, ammunition, &c. The main elements of excellence considered are: strength, durability, and simplicity of breech mechanism; ease, certainty, and rapidity of firing;

and security against injury to arms, or accidents from use in the hands of troops. The record of details developed in the various experiments has only been made as incidental to the important tests above enumerated.

The following are the results of the deliberations of the board, in view of our experiments with and examinations of the several *systems* of small-arms.

We have selected the following six systems for infantry-muskets, in the order of relative merit:

First. The Remington.

Second. The Springfield.

Third. The Sharps.

Fourth. The Morgenstern.

Fifth. The Martini-Henry.

Sixth. The Ward-Burton.

For cavalry-carbines the order of relative merit is, in the opinion of the board, the same as for muskets; but it is regarded as essential for cavalry service that the Remington carbine be so modified as to load at the half-cock.

Only the first three systems named possess such superior excellence as warrant their adoption by the Government for infantry or cavalry without further trial in the hands of troops. Of these three, considering all the elements of excellence and cost of manufacture, the board are unanimously and decidedly of the opinion that the REMINGTON is the best SYSTEM for the Army of the United States.

Of the breech-loading pistols submitted, the board have selected the following six, in the order of relative merit:

First. The Remington single-barreled pistol, with guard; center-fire.

Second. The Smith & Wesson revolver.

Third. The Remington revolver No. 2.

Fourth. The Remington revolver No. 5.

Fifth. The Remington revolver No. 3.

Sixth. The Remington revolver No. 4.

The Remington is the only single-barreled pistol submitted. It is an excellent weapon, but should be so modified as to load at the half-cock.

The Smith & Wesson is decidedly superior to any other revolver submitted. It should be modified as follows, viz: Made center-fire; the cylinder lengthened so as to close the space in front of the breech-block, and countersunk to cover the rim of the cartridge; caliber increased to the standard.

The mainspring of the Remington arm should be strengthened so as to increase the certainty of fire; also, the plunger should be made to strike more accurately the center of the base of the cartridge.

The board respectfully recommend that all small-arms be made of the same caliber. Large caliber is regarded as even more important for pistols and revolvers than for arms of longer range.

Pistols and revolvers should have the "saw-handle," so shaped that, in bringing the weapon from the holster to an aim, it will not be necessary to change the first grasp or bend the wrist.

The charge of powder for the pistol-cartridge should be increased as much as the strength of the weapon will justify; the limit to be determined by suitable experiments.

It is the opinion of the board that cavalry armed with the saber should have one or two single-barreled pistols as a substitute for the carbine; and that cavalry armed with the carbine should have a revolver as a substitute for the saber.

When time will permit, cavalry troops should be instructed in the use of all these arms; and all should be kept on hand with small bodies on the frontier, where every variety of cavalry service may be required. In large bodies of cavalry a portion should be armed with the carbine and revolver, and the rest with the saber and pistol.

The board recommend that the present dismounted officers' swords be exchanged for a small-sword, light, straight, and with metallic scabbard; that company non-commissioned officers' swords be dispensed with; first sergeants to retain the sash; musicians to have a pistol instead of a sword.

Light artillery should be armed with the revolver instead of the saber.

All small-arms should be made more uniform on the trigger than those now in use. The traction for muskets and carbines should be from six to eight pounds; that for pistols, from four to five pounds.

The sights of all rifled arms should be finer than those now in use in the Army.

In the Remington musket and carbine the comb of the hammer should be made longer, and modified in shape so as to rest more easily on a man's arms while at a "support." The face of the hammer should be somewhat rounded, so as to avoid cutting the hand in opening the breech.

The board recommend that the barrels of all small-arms be browned.

#### BAYONETS.

The "trowel bayonet," presented by Lieutenant Rice, is believed by the board to be a valuable substitute for the common bayonet, on account of its great usefulness as an intrenching tool. It also appears to be quite as formidable a weapon as the other. This, however, depends greatly on the conception of the soldier who may be armed with it. The board therefore recommend that five hundred trowel-bayonets be manufactured and placed in the hands of twenty or twenty-five company-commanders, whose companies are skilled in the bayonet exercise, and that they be instructed to try them with special reference to the *morale* upon their men. If this test prove satisfactory, the board recommend that the trowel-bayonet be adopted to the exclusion of all others.

#### CARTRIDGE-BOXES.

The following appears to the board to be the order of relative merit of the cartridge-boxes submitted:

First. Lieut. J. G. Butler's pouch.

Second. Lieut. J. G. Butler's box.

Third. General Dyer's pouch.

Fourth. Lieut. C. L. Best's box.

Fifth. Col. S. Crispin's box.

Sixth. Lieut. Col. Roberts's box.

Neither of those named seems quite to meet the present wants of the infantry soldier. The board recommend the adoption of a form of pouch, a rough sample of which is submitted with this report, which shall fulfill the following conditions, viz: The pouch to be of soft leather, except its face and cover; to be lined with sheepskin; and to be of the size and shape to contain one package of cartridges; the package to contain twenty-four cartridges arranged in three rows. The pouch will contain the same number of cartridges emptied into it loosely. Each man should

be provided in time of war with four of these pouches, to be properly distributed upon his belt. The cartridges should remain in the original packages until required for use, when one package at a time should be broken, and the cartridges emptied loosely into the pouch for the most convenient handling. In this manner a man will easily carry ninety-six rounds. In time of peace one or two pouches will be sufficient.

#### EQUIPMENTS.

The six sets of infantry equipments selected by the board are arranged in the following order of relative merit:

- First. Penrose's equipments, complete.
- Second. Baxter's equipments, complete.
- Third. Sherlock's equipments, complete.
- Fourth. Seymour's knapsack.
- Fifth. Clifford's knapsack.
- Sixth. Mizner's knapsack.

The board does not regard either of those submitted as a satisfactory solution of the important and difficult question of the best form of infantry equipments.

#### TENT-OVERCOAT.

The tent-overcoat submitted by Charles Ewing, attorney, is not regarded by the board as a good substitute for both the shelter-tent and poncho, although it would answer well as a substitute for either the one or the other for infantry. It would not be a suitable substitute for the poncho for cavalry. In view of these facts, and of the great number of shelter-tents and ponchos now on hand, it is not thought advisable to recommend the adoption of the tent-overcoat.

#### PICKET-PIN.

The board recommend that the picket-pin submitted by H. W. Lyon, blacksmith, Third United States Cavalry, be adopted instead of the one now in use.

#### BAYONET SCABBARD ATTACHMENT.

The board also recommend the adoption of General Hoffman's modification of the bayonet scabbard attachment, as being equally applicable and valuable with the common or trowel bayonet.

All other articles submitted to the board were examined, as well as those specially named in this report and in the daily record, but none except those specially referred to were regarded as of sufficient merit to require special notice.

All of which is respectfully submitted.

J. M. SCHOFIELD,  
*Major-General.*

J. H. POTTER,  
*Lieut. Col. 4th Infy., Bvt. Brig. Gen. U. S. A.*

W. MERRITT,  
*Bvt. Maj. Gen., Lieut. Col. 9th Cavalry.*

JAS. VAN VOAST,  
*Major 18th Infantry.*

J. HAMILTON,  
*Bvt. Col., Major 1st Artillery.*

General E. D. TOWNSEND,  
*Adjutant-General U. S. Army,*  
*Washington, D. C.*

The report and accompanying papers were referred by the Adjutant-General to the Chief of Ordnance, who returned the report with the following indorsement, viz:

ORDNANCE OFFICE, WAR DEPARTMENT,  
July 8, 1870.

Respectfully returned to the Adjutant-General.

The opinion expressed by the board in regard to the relative merits of the several breech-loading systems for small-arms is not wholly concurred in by this bureau; and is not, it is thought, sustained by the record of the proceedings which accompanies this report, which shows that serious defects existed in the Remington arms not observable in the Springfield, or the Sharps, such as frequent failures to explode the cartridges, occasional sticking of the empty shell in the chamber, and the difficulty of moving the hammer and breech-block after firing with heavy charges. The first two of these defects, and also the objection arising from the arm being loaded only at a full cock, have been brought to the notice of this bureau by the commanding officers of all companies using this arm. These defects show that the Remington arm should not be adopted before being thoroughly tested in service.

I agree with the board that the Remington, the Springfield, and the Sharps systems are decidedly superior to all other systems which have been brought to their notice, and I recommend that one thousand muskets and three hundred carbines be prepared according to each of the three systems and issued for comparative trial in service—companies of infantry and artillery to have an equal number of muskets of each system, and companies of cavalry an equal number of carbines of each system—monthly reports on the comparative merits of which to be made regularly to this Bureau, by company commanders, during a period of not less than twelve months after their first introduction into service, upon forms to be furnished by this bureau; which reports, at the end of that time, to be laid before a board of officers to be appointed to select a breech-loading arm for adoption by the War Department for the military service.

This Department is now making the Springfield musket, and is preparing to make the Remington musket for the Navy, and it can readily have some of the Sharps rifles on hand converted into muskets.

I recommend that authority be given to this bureau to purchase one thousand Remington single-barreled pistols, caliber .50", and one thousand Smith & Wesson revolvers, of same caliber as our army revolvers, (as recommended by the board,) and to have one thousand Remington revolvers altered after the plan of revolver No. 2. These pistols to be issued for comparative trial in service as in the case of the muskets and carbines. If the revolver is to be retained in service, as I believe it should be, I do not think that the caliber should be increased to .50", which is the established caliber for muskets and carbines.

The recommendation of the board that the barrels of all small-arms be browned is not concurred in at this time. The ordnance board in 1868 recommended that "the sense of the Army at large be ascertained in regard to browning arms in the hands of troops," and steps to that end have been taken, resulting in conflicting opinions from the field. Recently a board of officers recommended that some arms should be plated with nickel and tried in service, and measures have been taken by this Department in that direction. A limited number of arms might be browned, as recommended by the board, and tested in service with other arms.

It is recommended that five hundred trowel-bayonets be made and issued as recommended by the board.

The recommendation in regard to cartridge-boxes is concurred in, and it is recommended that a small number of each kind be procured and issued to troops for comparative trial.

The recommendations in regard to picket-pins and bayonet-scarbards attachments are concurred in, so far as they apply to future fabrications and purchases.

All other recommendations which relate to and affect this Department are concurred in.

A. B. DYER,  
*Brevet Major-General,*  
*Chief of Ordnance.*

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[Indorsement by the General of the Army.]

HEADQUARTERS OF THE ARMY,  
July 12, 1870.

Respectfully submitted to the Secretary of War, concurring fully with the report of the board.

W. T. SHERMAN,  
*General.*

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[Indorsement by the War Department.]

The recommendations of the Chief of Ordnance are approved by the Secretary of War.

ED. SCHRIVER,  
*Inspector-General.*

JULY 16, 1870.

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REFORM-SCHOOL OF THE DISTRICT OF COLUMBIA.

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LETTER

FROM

THE ATTORNEY-GENERAL,

IN ANSWER TO

*A resolution of the House of January 22, 1875, in relation to what action, if any, has been taken to recover from the late treasurer of the Reform-School of the District of Columbia a certain sum of money involved in the bankruptcy of Jay Cooke & Company.*

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FEBRUARY 10, 1875.—Referred to the Committee on the Judiciary and ordered to be printed.

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DEPARTMENT OF JUSTICE,  
*Washington, February 4, 1875.*

SIR: I have the honor to acknowledge the receipt of the following resolution adopted by the House of Representatives on the 22d ultimo:

*Resolved, That the Attorney-General of the United States be directed to inform this House what action, if any, has been taken to recover from the late treasurer of the Reform-School of the District of Columbia the sum of thirty-one thousand seven hundred and seventy-two dollars and twenty-nine cents, the same being involved in the bankruptcy of Jay Cooke & Company, and belonging to the United States, as directed by the last section of the general appropriation bill, passed at the first session of the Forty-third Congress, approved June 22, 1874.*

I now inclose all the correspondence upon this subject, which shows the action taken by the Department in relation to the matter referred to in the resolution.

Very respectfully, your obedient servant,

GEO. H. WILLIAMS,  
*Attorney-General.*

HON. JAS. G. BLAINE,  
*Speaker of the House of Representatives.*

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DEPARTMENT OF JUSTICE,  
*Washington, August 20, 1874.*

SIR: I consider it my duty to call your attention to the following provision of the act of June 22, 1874:

**REFORM-SCHOOL.** To re-imburse the funds of the Reform-School in the District of Columbia, for work done and materials furnished in the erection and furnishing of the

building and grounds for the same, thirty-one thousand seven hundred and seventy-two dollars and twenty-nine cents; and the Attorney-General is hereby directed to take such measures as shall be most effectual to enforce any right or claim which the United States have to this amount of money, or any part thereof, now involved in the bankruptcy of Henry D. Cooke, or of Jay Cooke & Company, the same having been in the hands of said Henry D. Cooke, as treasurer of said Reform-School, at the time of his bankruptcy, and being then moneys belonging to the United States, and to inquire into this loss of the public moneys, and ascertain who is responsible therefor, and institute such prosecutions as public justice may require, and that he report his proceedings therein to Congress in his next annual report.

These funds were moneys of the United States, intrusted to you as treasurer of the Reform-School, which made you the disbursing-officer of the Government; and I further invite your attention to section 16 of the act of August 6, 1846, (9 Stat., p. 39,) defining the crime of embezzlement. I am compelled, as it seems to me, by the above-cited statute, to require, without unnecessary delay, an adjustment and payment of the moneys in which you are delinquent as treasurer of the Reform-School in the District of Columbia; otherwise, it would seem to be my duty to institute such prosecution in respect to the matter as public justice may require.

Very respectfully,

GEO. H. WILLIAMS,  
*Attorney-General.*

HENRY D. COOKE, Esq.,  
*Washington, D. C.*

DEPARTMENT OF JUSTICE,  
*Washington, October 19, 1874.*

SIR: Referring to the act of Congress approved June 22, 1874, (Statutes of the Forty-third Congress, p. 146,) relative to the Reform-School in this District, I have to request that if you have any information as to the matters mentioned in said statute you will communicate the same to me.

Very respectfully,

GEO. H. WILLIAMS,  
*Attorney-General.*

Hon. COLUMBUS DELANO,  
*Secretary of the Interior.*

DEPARTMENT OF JUSTICE,  
*Washington, October 19, 1874.*

SIR: Referring to the act of Congress approved June 22, 1874, (Statutes of the Forty-third Congress, p. 146,) relative to the Reform-School in this District, I have to request that if you have any information as to the matters mentioned in said statute you will communicate the same to me.

Very respectfully,

GEO. H. WILLIAMS,  
*Attorney-General.*

NATHAN SARGENT, Esq.,  
*President Board Trustees Reform-School, Washington, D. C.*

DEPARTMENT OF JUSTICE,  
Washington, October 19, 1874.

SIR: Referring to the act of Congress approved June 22, 1874, (Statutes of the Forty-third Congress, p. 146,) and also to the act of July 25, 1866, (14 Stat., p. 332,) I am advised that you have decided that Hon. Henry D. Cooke, the treasurer of the Reform-School referred to in said statutes, is not a disbursing-officer of the United States. Will you inform me as to your decision or views upon the subject?

I have also to request that you will furnish me with a copy of the bond given by Governor Cooke as said treasurer, if the same is on file in your office.

Very respectfully,

GEO. H. WILLIAMS,  
Attorney-General.

Hon. R. W. TAYLER,  
First Comptroller.

TREASURY DEPARTMENT,  
FIRST COMPTROLLER'S OFFICE,  
Washington, D. C., October 21, 1874.

SIR: I have the honor to acknowledge the receipt of your letter of the 19th instant, stating that you have been advised I have decided "that Hon. Henry D. Cooke, treasurer of the Reform-School, is not a disbursing officer of the United States," and asking to be informed of my decision or views upon the subject, and for a copy of the treasurer's bond, if the same is on file in this Office.

Section one of the act of July 25, 1866, (14 Statutes, 232,) to which you refer, provides for the establishment of a house of correction in the District of Columbia, and section two, for the appointment of a board of seven trustees. Section three declares "that the said board of trustees shall be a corporation, by the name of the Trustees of the House of Correction for the District of Columbia." Section six provides "that a treasurer of the institution shall be appointed by the board of trustees, subject to the approval of the Secretary of the Interior, who shall, before entering upon the duties of his office, give bonds to the trustees, with sureties to be approved by the board of trustees and by the Secretary of the Interior, in the sum of five thousand dollars, conditioned that he shall faithfully account for all the moneys received by him as treasurer."

By act of May 6, 1870, (16 Stat., 119,) the corporate name of "The board of Trustees of the House of Correction" was changed to "The Reform-School of the District of Columbia."

No opinion or decision has been formally given by me in regard to the official relations of the treasurer of the institution, but in conversation with the First Auditor I expressed the opinion that he was not an officer of the United States, and only treasurer of the institution. He was not, in the law authorizing his appointment, declared to be an officer of the United States, but was denominated treasurer of a corporation; and he had not been appointed by any officer vested with power to appoint officers of the United States.

I send copies of Mr. Cooke's bonds, the first to the corporation by its original title, and the second by the title in the act of May 6, 1870.

Whether Mr. Cooke may be charged with money advanced to him by

the Treasury, as the moneys of the United States, has not been seriously considered by this Office, and probably Congress intended it should be presented for judicial consideration.

I am, very respectfully,

R. W. TAYLER,

Hon. GEO. H. WILLIAMS,  
*Attorney-General.*

BOARD OF TRUSTEES, REFORM-SCHOOL,  
*Washington, D. C., October 26, 1874.*

SIR: I have the honor to acknowledge the receipt of your letter of the 19th instant, in which, referring to the act of Congress approved June 22, 1874, relative to the Reform-School in this District, you request that if I have any information as to the matters mentioned in said statute, I would communicate it to you.

This inquiry I presume is in regard to who is responsible for the loss of the moneys mentioned in the act referred to. I can only answer by saying that upon examining the minutes of the board of trustees it appears that of the money appropriated for purchasing a site for said school and erecting buildings thereon, thirty thousand dollars was paid for the site, and seventy thousand dollars placed in the hands of Mr. Henry D. Cooke, treasurer of the board, by the Secretary of the Interior, upon the recommendation of the board; of which amount all but about eighteen thousand dollars was paid upon requisitions of the board, which sum he states remains on deposit with Jay Cooke & Co.

At the time this money was thus placed in the hands of the treasurer of the board, he was considered as responsible as any bank or banker in the city, or as any one of our most wealthy citizens. He had been treasurer from the commencement of the institution, and his accounts had always been promptly rendered and settled.

It is unfortunate that a delay of two months occurred in selecting the site for the school after the appropriation was made; had the selection been made without delay, the appropriation would probably have been wholly expended some months before the failure of Mr. Cooke took place. But the serious consequences of this delay could not then be foreseen.

I have the honor to be, your obedient servant,

N. SARGENT,

*President of the Board of Trustees of the Reform-School.*

Hon. GEO. H. WILLIAMS,  
*Attorney-General.*

DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., October 28, 1874.*

SIR: I have the honor to acknowledge the receipt of your letter of the 19th instant, inviting my attention to the act of Congress, approved June 22, 1874, (Stats. 1st sess. 43d Cong., page 146,) relative to the Reform-School in this District, and requesting to be furnished with such information, touching the matters mentioned in said statute, as may be in the possession of this Department.

By the statute referred to by you there is appropriated—

To re-imburse the fund of the Reform-School, in the District of Columbia, for work done and materials furnished in the erection and furnishing of the buildings and grounds for the same, \$31,772.29.

And continues as follows :

And the Attorney-General is hereby directed to take such measures as shall be most effectual to enforce any right or claim which the United States have to this money or any part thereof, now involved in the bankruptcy of Henry D. Cooke, or of Jay Cooke & Company, the same having been in the hands of said Henry D. Cooke, as treasurer of said Reform-School, at the time of his bankruptcy, and being then moneys belonging to the United States, and to inquire into this loss of the public moneys, and ascertain who is responsible therefor, and institute such prosecutions as public justice may require, and that he report his proceedings therein to Congress in his next annual report.

The 7th section of an act entitled "An act relating to the Reform-School of the District of Columbia," approved May 15, 1872, (U. S. S., vol. 17, page 119,) appropriated the sum of \$100,000 for the purchase of a new site for said school, and for the erection of suitable buildings thereon; the former to be selected by the Secretary of the Interior and the board of trustees of said school, and the latter to be erected under the supervision of said Secretary, the board of trustees, and the architect of the Capitol. Pursuant to said provision of law, a new site for said school was selected, and the price thereof, \$30,000, was disbursed from the appropriation of \$100,000 by this Department, leaving \$70,000 for the erection of the necessary buildings. Mr. Henry D. Cooke, having been elected treasurer by the board of trustees, requested his Department, in a letter, dated July 30, 1872, to issue a warrant in his favor, as treasurer of the Reform-School, for \$20,000; and on the succeeding day (July 31, 1872) requested the issue of a warrant for the entire amount unexpended, \$70,000, or, if his requisition of the preceding day had gone through, to issue a warrant for the remaining \$50,000.

It has been the custom in this Department to make advances to persons who are disbursing-agents of moneys under its control, upon their personal request, assuming that, if no bond has been filed in the office of the First Comptroller of the Treasury, as the law requires, by the person in whose favor the requisition may be drawn, a warrant for the money could not be passed by the accounting officers of the Treasury. In compliance, therefore, with the request of Mr. Cooke, a requisition upon the Secretary of the Treasury for \$20,000 was issued by this Department on July 31, 1872, and on the 2d day of August, 1872, a similar requisition for \$50,000 was also issued by this Department, both requisitions in favor of H. D. Cooke, treasurer of the Reform-School. It is presumed that said requisitions took the usual course, and that drafts for their respective amounts were issued by the Secretary of the Treasury to Mr. Cooke, upon which the latter drew the money from the Treasury.

By a provision of the sundry civil appropriation act, approved March 3, 1873, (Stats., vol. 17, page 529,) Congress appropriated an additional sum of \$15,000 for the purpose of providing for certain improvements in the buildings and grounds of the Reform-School. Although there is nothing in said provision to indicate that this appropriation was disburseable by this Department, the Treasury Department placed the amount under the control of this Department, and Mr. Cooke having made, on the 30th of June, 1873, a request similar to his former ones ereinbefore referred to, a requisition in his favor for the amount,

\$15,000, was duly issued by this Department on the 8th of July, 1873, and the amount was, I presume, drawn from the Treasury by Mr. Cooke.

It thus appears that Mr. Henry D. Cooke has drawn from the Treasury of the United States, as treasurer of the Reform-School, the sum of \$85,000. This Department has had some correspondence recently with the First Auditor of the Treasury respecting the disbursement of said amount, copies of which are herewith inclosed for your information.

It is implied by the statute to which you invited my attention that certain bankruptcies involved a loss to the Government of the sum of \$31,772.29, being moneys appropriated by Congress for the Reform-School, and drawn from the Treasury by Henry D. Cooke as treasurer, and unaccounted for by him. A certificate has been filed, however, in this Department by the finance committee of the board of trustees of said school, showing that of the entire sum of \$85,000 drawn by the treasurer he has expended for the several purposes for which it was appropriated the sum of \$66,613.42, leaving to the credit of the treasurer, as stated on his books, a deposit with Jay Cooke & Co. of \$18,386.58.

A copy of said certificate was furnished to the First Auditor of the Treasury on the 11th ultimo, but I am unable to inform you what action that officer has taken in the matter. In the light of all the facts in the premises known to this Department, it seems that the Government has lost by the bankruptcies named in the statute only the sum of \$18,386.58. The facts in the case can, I presume, be obtained upon application to the accounting-officers of the Treasury.

The present secretary of the board of trustees of said school, in a letter to this Department dated the 23d instant, (copy herewith,) states that the late treasurer of the board, Mr. Cooke, filed a bond, as required by the 6th section of the act of Congress approved May 25, 1866, giving as sureties thereon Messrs. A. R. Shepherd and D. L. Eaton, in the sum of \$5,000. This bond never passed officially through this Department, but it is supposed to be on file in the First Comptroller's Office.

I have the honor to transmit herewith, for your further information, certified copies of the following-named papers, the originals of which are on the files and records of this Department, viz :

Letter from H. D. Cooke to this Department, dated July 30, 1872;

Letter from same to same, dated July 31, 1872;

Letter from same to same, dated June 30, 1873;

Letter from First Auditor of the Treasury to this Department, dated September 1, 1874;

Letter from this Department to First Auditor, dated September 4, 1874;

Letter from H. D. Cooke to this Department, dated September 10, 1874;

Certificate of finance committee of board of trustees of the Reform-School, dated September 10, 1874;

Letter from this Department to the First Auditor, dated September 11, 1874; and

Letter from J. E. Carpenter, secretary of the board of trustees of the Reform-School, dated October 23, 1874.

These papers, together with the preceding remarks, contain all the information in relation to the subject of your communication of the 19th instant now in the possession of this Department.

I am, sir, very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

JAY COOKE & CO., BANKERS, FIFTEENTH STREET,  
Washington, D C., July 30, 1872.

SIR: I have the honor to request that you will cause a warrant to be issued in my favor, as treasurer of the Reform-School, for \$20,000, on account of the appropriation of \$100,000 made at the last session of Congress.

Very respectfully,

H. D. COOKE,  
Treasurer of the Reform-School.

Hon. C. DELANO,  
Secretary of the Interior.

JAY COOKE & CO., BANKERS, FIFTEENTH STREET,  
Washington, D. C., July 31, 1872.

SIR: I have the honor to request that you will cause a warrant to be issued in my favor, as treasurer of the Reform-School, for \$70,000, being balance of \$100,000 appropriated for said school at last session of Congress.

This in lieu of requisition made upon you 30th instant for \$20,000; if that has gone through, then make this amount \$50,000.

Very respectfully,

H. D. COOKE,  
Treasurer of the Reform-School.

Hon. C. DELANO,  
Secretary of the Interior.



JAY COOKE & CO., BANKERS, FIFTEENTH STREET,  
Washington, D. C., June 30, 1873.

SIR: I have the honor to request that a draft be issued in my favor, as treasurer, for \$15,000, appropriated by the last Congress for the Reform-School of the District of Columbia.

Very respectfully,

H. D. COOKE,  
Treasurer of the Reform-School.

Hon. C. DELANO,  
Secretary of the Interior.

TREASURY DEPARTMENT, FIRST AUDITOR'S OFFICE,  
September 1, 1874.

SIR: The books of the Register of the Treasury exhibit advances made to Henry D. Cooke, late treasurer of the Reform-School, District of Columbia, upon your requisitions from the appropriations for said school, as follows:

"Buildings and Grounds, \$85,000."

No account of the disposition of this money has ever been rendered by Mr. Cooke.

The act of Congress making the appropriations for buildings and grounds provides that the building shall be erected under the supervision of the Secretary of the Interior, the board of trustees, and the architect of the Capitol.

Mr. Cooke was not a disbursing officer of the Government of the United States. He gave no bond in that capacity, and may not be required to render an account to the Treasury of the United States for the disbursement of this money.

The requisitions upon which the advances were made stated that they were to be charged to Mr. Cooke, on the books of this Department. Mr. Cooke claims that he is not accountable to the Treasury for the money, but only to the board of trustees, and has made a request to have these charges standing against him on the books of the Treasurer removed.

I have, therefore, respectfully to request that you will furnish me such evidence as may be in possession of your Department, of the lawful expenditures of all or any portion of this money as will authorize credits to be given to Mr. Cooke.

I have the honor to be, very respectfully,

D. W. MAHON,  
Auditor.

Hon. C. DELANO,  
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., September 4, 1874.

SIR: I have the honor to acknowledge the receipt of your letter dated the 1st instant, desiring such information as may be in possession of this Department in regard to certain advances made to Henry D. Cooke, late treasurer of the Reform-School, District of Columbia, upon requisitions of this Department from the appropriations for said school for "buildings and grounds," amounting to the sum of \$35,000.

The sum referred to was drawn by Mr. Cooke in three installments, pursuant to his several letters, dated July 30, 1872, July 31, 1872, and June 30, 1873, requesting that the sums of \$20,000, \$50,000, and \$15,000 respectively, be advanced to him. Copies of the letters referred to are herewith transmitted. In compliance with the requests contained in said letters, requisitions were duly issued by this Department in his favor. It was presumed that Mr. Cooke was a disbursing officer of the United States, and that he had filed in the office of the First Comptroller of the Treasury a sufficient bond to cover the amount of his disbursements as treasurer of the Reform-School.

It has been the custom of this Department to make advances to persons who are represented to be disbursing agents of moneys under its control, upon their personal request, assuming that, if no bond has been filed in the First Comptroller's Office by the person in whose favor the requisition is drawn, the money would not be advanced by the accounting officers of the Treasury.

It does not appear from the books of this Department that any account has ever been rendered by Mr. Cooke for the disbursement of the sum referred to in your letter. I am, therefore, unable to furnish you with any information respecting "the lawful expenditure of all or any portion of this money," as requested by you.

I am, sir, very respectfully, your obedient servant,

B. R. COWEN,  
*Acting Secretary.*

Hon. D. W. MAHON,  
*First Auditor of the Treasury.*

WASHINGTON, D. C., September 10, 1874.

SIR: I have the honor to transmit herewith certificates of the finance committee of the board of trustees of the Reform-School of the District of Columbia, issued in conformity to a resolution of said board, showing settlement of my account as treasurer of the said board.

Very respectfully, yours,

H. D. COOKE.

Hon. C. DELANO,  
*Secretary of the Interior.*

WASHINGTON, D. C., September 10, 1874.

In conformity with a resolution passed at a meeting of the board of trustees of the Reform-School of the District of Columbia, held on the 7th day of September, 1874, we, the undersigned, members of the finance committee of the said board, do hereby certify that we have carefully examined the accounts of Henry D. Cooke, late treasurer of said board, and have compared the same with the accompanying vouchers, which we find to be correct, as stated below:

We find there has been expended for construction account, upon proper vouchers, \$53,091.79, and in addition thereto there has been expended from this appropriation upon vouchers duly approved by the proper authority, for the general or current expense account of the Reform-School, \$11,526.47, and for the salary and incidental expense account of said school, \$1,995.16; making an aggregate expenditure of \$66,613.42; leaving to the credit of the treasurer, as stated on his books, a deposit with Jay Cooke & Co. of \$18,386.58.

J. E. CARPENTER  
N. W. BURCHELL

DEPARTMENT OF THE INTERIOR,  
Washington, D. C., September 11, 1874.

SIR: Referring to my letter of the 4th instant to you, relative to the accounts of Hon. Henry D. Cooke, late treasurer of the Reform-School of the District of Columbia, I have the honor to state, in addition to what was therein written, as follows:

I find, upon further examination, that Governor Cooke was not an officer of the United States Government, but that he was appointed treasurer of that institution by the board of trustees; that he gave a bond for the faithful discharge of the duties of his



office to the board of trustees; and that it was his duty under the law of Congress to report an abstract of his accounts to the chairman of the board of trustees once in every two months.

Since the former letter was written Governor Cooke has filed in this office the certificate of the board of trustees of the Reform-School certifying to the faithful rendition of his accounts; copies of which certificates are herewith forwarded you.

This letter is written to correct the statement made in my former letter, that Mr. Cooke was a disbursing officer of the United States, and that it was presumed that he had filed in the office of the First Comptroller of the Treasury a sufficient bond to cover the amount of his disbursements as treasurer of the Reform-School.

I have the honor to be, very respectfully, your obedient servant,

B. R. COWEN,

*Acting Secretary.*

Hon. D. W. MAHON,

*First Auditor of the Treasury.*

WASHINGTON, D. C., October 23, 1874.

SIR: In reply to your verbal inquiry of yesterday, I have the honor to inform you that I have examined the minutes of the meetings of the board of trustees of the Reform-School of the District of Columbia, and I find the following in the record of the regular meeting of October 12, 1871: Nathan Sargent was unanimously elected president; Henry D. Cooke, treasurer; and Henry A. Brewster, secretary.

The following resolution was passed at a regular meeting of the board, held June 25, 1872:

*Resolved*, That the treasurer, Governor Cooke, make a bond as treasurer in the sum of \$5,000, satisfactory to the Secretary of the Interior."

The minutes of subsequent meetings are silent as to whether the provisions of this resolution were ever carried into effect; but I personally know that Governor Cooke filed a bond, as required by section 6 of the act approved May 25, 1866, giving as sureties A. R. Shepherd and D. L. Eaton.

At the meeting of July 25, 1872, the Peter farm, on which Fort Lincoln was located, was selected as a site for said school, provided the one hundred and fifty acres fronting on the Bladensburg road could be secured for a sum not exceeding thirty thousand dollars. The honorable Secretary of the Interior made the purchase, as provided in section 7 of the act approved May 15, 1872. There then remained in the United States Treasury the sum of \$70,000 for building purposes. In the minutes of July 31, 1872, I find the following entry: "Hon. H. D. Cooke, treasurer, spoke of the want of the \$70,000 appropriated for buildings. It was then resolved that Governor Cooke make his requisition at once for the whole sum of \$70,000." The minutes give no further information on the subject, but I know that H. D. Cooke, esq., made two requisitions, one of \$20,000 and one of \$50,000, and that the money was placed to his credit, and that he deposited the same in the bank of Jay Cooke & Co., of this city.

By an act approved March 3, 1873, Congress appropriated an additional sum of \$15,000 for steam heating-apparatus, &c., which was withdrawn from the United States Treasury by H. D. Cooke, under requisition, made upon the Secretary of the Interior. The accompanying statement will show the condition of the account of H. D. Cooke on the date of the suspension of Jay Cooke & Co.

Trusting that this communication contains the information you desire,

I am, sir, very respectfully, your obedient servant,

J. E. CARPENTER,

*Secretary.*

Hon. B. R. COWEN,

*Acting Secretary of the Interior.*

n 1872, H. D. Cooke drew, building-fund .....	\$70,000 00
Same year expended of this building-fund .....	\$19,060 86
Expended since January 1, 1873, according to his statement ...	34,693 65
	<hr/> 53,754 51
Leaving in his hands of the building-fund .....	16,245 49
To this add last appropriation, which he has drawn from the Treasury....	15,000 00
	<hr/> 31,245 49
Making a total in his hands, according to his statement, of .....	31,245 49
Paid on account of current expenses.....	12,858 91
	<hr/> 18,386 58

J. E. CARPENTER,

*Secretary.*

WASHINGTON, D. C., November 16, 1874.

SIR : I have delayed replying to your letter of August 20, calling my attention to the provision of the act of June 22, 1874, relative to the Reform-School of the District of Columbia, in order that the condition of my account as treasurer of that institution might be formally ascertained and established, and that you might learn from official sources rather than from myself all the facts material to be known in determining what action, if any, you are required to take under the act.

1. In now stating distinctly my action, and the position assumed by me with reference to the balance reported in my hands as treasurer of the Reform-School, I desire first to call attention to an error in the act of Congress, in assuming that balance to be \$31,772.29. As a matter of fact, as appears by the audit of my accounts by the trustees of the Reform-School, the total amount which came into my hands as treasurer was \$85,000, and the total expenditures \$66,613.42, leaving a balance, which was on deposit with Jay Cooke & Co. (as appears by the inclosed copy of a letter from Mr. E. M. Lewis, trustee) at the time of their suspension, of \$18,386.58, instead of the larger sum named in the act.

2. This amount of \$18,386.58 in my hands, as treasurer of the Reform-School, I deeply regret to say, was, as stated in the act of Congress, involved in the bankruptcy of Jay Cooke & Co.; but I respectfully submit that it was a mistake to say that it was then money belonging to the United States in my hands as a disbursing officer of the Government, or money of which any illegal or improper disposition was made by me within the meaning of any law.

It would be more accurate, as I understand it, to say that this amount, having once been money of the United States, had been duly appropriated by Congress for the benefit of the Reform-School, paid out on warrant to its treasurer, not a disbursing officer of the Government, and by him, with the knowledge of the trustees of the institution, deposited with a banking-house, at that time in every way a responsible and proper depository.

The subsequent loss of a part of the money so deposited, by the unexpected failure of the banking-house, however much to be deplored, does not in any way alter the character of the prior transactions, nor indicate that there had been any violation of law or culpable neglect on the part of either the trustees or the treasurer.

The act of Congress of July 25, 1866, creates a corporation by the name of "The Trustees of the House of Correction for the District of Columbia"—by subsequent act of May 6, 1870, changed to "The Reform-School of the District of Columbia"—and authorizes such corporation to appoint such officers thereof as may be found necessary, fix the salaries of said officers, and prepare and adopt by-laws for the management of the institution. Section 6 of said act of July 25, 1866, provides as follows:

SEC. 6. *And be it further enacted*, That a treasurer of the institution shall be appointed by the board of trustees, subject to the approval of the Secretary of the Interior, who shall, before entering upon the duties of his office, give a bond to the trustees, with sureties to be approved by the board of trustees and by the Secretary of the Interior, in the sum of five thousand dollars, conditioned that he shall faithfully account for all the moneys received by him as treasurer; and it shall be his duty to keep a clear and full record of his accounts as treasurer, and report an abstract of the same to the chairman of the board of trustees once in every two months.

It is thus clearly apparent that the treasurer was an officer of, derived his authority from, and was accountable to, the Reform-School corpora-

tion, and not directly to the Government, and was in no sense a disbursing officer of the United States. Moneys coming into his hands as treasurer, whether from appropriations by Congress, or by the authorities of the District of Columbia, or from parents, kindred, or guardians of inmates, or from donations, bequests, or any other source, at once become the moneys of the institution, and cease to pertain to the sources from which they were derived.

Section 16 of the subtreasury act of August 6, 1846, and the act of June 14, 1866, relative to disbursing officers, and providing for the safe-keeping of public moneys intrusted to disbursing officers, have no application to funds in the hands of treasurers of corporate institutions, although supported in part or wholly by Government appropriations.

Such has been the uniform rule and practice recognized as correct by the different Departments. Having been treasurer of the Reform-School from its earliest days, and for a considerable period before it received any pecuniary aid from the United States, I have always, with the knowledge and approval of the trustees, kept my account as treasurer with the banking-house of Jay Cooke & Co., (then, and for a long time thereafter, fiscal agents of the United States,) where it was frequently overdrawn; and it never was supposed or suggested by any one, so far as I am aware, that the statutes mentioned had any reference to accounts of this character.

In view of the foregoing facts, for confirmation of which I confidently appeal to those Department officers having oversight of the disbursement of public moneys, who could not by any possibility have allowed me for so long a time to keep my account as treasurer, as I have done, if this had been illegal or irregular, I respectfully submit that I have violated no law; that I have kept my accounts in a legal and prudent manner, and that I shall not be responsible if, contrary to my hopes, the final settlement of the affairs of Jay Cooke & Co. shall result in a loss to the Reform-School of a portion of the balance now standing to its credit on their books.

Very respectfully, your obedient servant,

H. D. COOKE.

HON. GEORGE H. WILLIAMS,  
*Attorney-General.*

ESTATE OF JAY COOKE & CO., IN BANKRUPTCY,  
(*Edwin M. Lewis, Trustee.*)  
PHILADELPHIA, November 3, 1874.

As requested, I have directed an examination to be made in the books of Jay Cooke & Co., Washington, of the account of Henry D. Cooke, treasurer of the Reform-School, Washington, D. C. The book-keeper reports a balance on the books at the credit of that account, of eighteen thousand three hundred and eighty-six dollars and fifty-eight cents, (\$18,386.58.)

Very respectfully,

EDWIN M. LEWIS, *Trustee.*

HENRY D. COOKE, Esq.,  
*Washington, D. C.*

DEPARTMENT OF JUSTICE,  
*Washington, November 28, 1874.*

SIR: Referring to the act approved June 22, 1874, (Statutes of the first session of the Forty-third Congress, p. 146,) I inclose papers rela-

tive to the matter therein mentioned. I am not very confident that it will avail anything, but still I consider it my duty to ask you to present the claim referred to in the within papers to the court, in such a manner as to ascertain if it will be treated as preferred and paid out of the assets of Jay Cooke & Co., before the claims of private persons against them are paid. You will find all the facts in reference to the matter stated in the inclosed papers, and, although the money was received and held by Henry D. Cooke, as treasurer of the Reform-School, yet they were funds provided by the United States, and in the act referred to they are claimed to be in his hands moneys of the United States.

If the court should find this assumption of the act to be correct, I suppose the claim would be entitled to priority in a bankruptcy proceeding against Henry D. Cooke, and it is possible that the court may hold that the claim has priority in bankruptcy proceedings against Jay Cooke & Co. At any rate I desire to take the judgment of the court upon the question.

Very respectfully,

GEO. H. WILLIAMS,  
*Attorney-General.*

WILLIAM McMICHAEL, Esq.,  
*United States Attorney, Philadelphia, Pa.*

OFFICE OF UNITED STATES ATTORNEY,  
*Philadelphia, December 12, 1874.*

SIR: I have the honor to state that in accordance with your letter of the 28th ultimo, I have made proof before Joseph Mason, esq., register in bankruptcy, of a claim on behalf the United States of \$18,386.58 against the estate of Jay Cooke & Co., bankrupts, arising out of deposits by Henry D. Cooke, as treasurer of the Reform-School of the District of Columbia, with said firm of Jay Cooke & Co. of moneys appropriated by the United States for said Reform-School.

I have also presented this claim to the committee of creditors of said firm. The committee have decided not to admit the claim until it is judicially determined. I will take the necessary steps to have this done.

Very respectfully, your obedient servant,

WILLIAM McMICHAEL,  
*United States Attorney.*

Hon. GEORGE H. WILLIAMS,  
*Attorney-General.*

OFFICE OF UNITED STATES ATTORNEY,  
*Philadelphia, Pa., January 28, 1875.*

SIR: In reply to your letter of the 27th instant in reference to the claim of the United States against the estate of Jay Cooke & Co., arising out of the deposits made by Henry D. Cooke as treasurer of the Reform-School of the District of Columbia, I would state that the claim is still pending. I have already advised you that it is disputed by the committee of creditors of the estate. The register in bankruptcy, to whom the estate was referred, has thus far not been satisfied with the

proof as a debt due the United States. To-day a meeting was held before him in the matter, which has been continued until Monday, the first day of February next. I have requested a disposition of the case before the register at this meeting, and that in the event of an appeal an early day following may be assigned for argument before the court.

Very respectfully, your obedient servant,

WILLIAM McMICHAEL,  
*United States Attorney.*

Hon. GEORGE H. WILLIAMS,  
*Attorney-General.*

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LIEUT. S. K. THOMPSON.

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L E T T E R

FROM

T H E S E C R E T A R Y O F W A R ,

TRANSMITTING

*Copy of the record of the court-martial in the case of Lieut. S. K. Thompson, Twenty-fifth Infantry, and also application of Lieutenant Thompson, with accompanying papers, for the information of the Committee on Military Affairs.*

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FEBRUARY 10, 1875.—Referred to the Committee on Military Affairs and ordered to be printed.

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WAR DEPARTMENT, February 3, 1875.

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Military Affairs, in reply to letter of said committee of the 22d ultimo, copy of the record of the court-martial in the case of Second Lieut. S. K. Thompson, Twenty-fifth Infantry, also application of Lieutenant Thompson, for re-appointment, with accompanying papers.

WM. W. BELKNAP,  
*Secretary of War.*

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CASE No. 1.

*Proceedings of a general court-martial convened at Fort Duncan, Texas, pursuant to the following order :*

[Special Orders No. 91.]

HEADQUARTERS DEPARTMENT OF TEXAS,  
*San Antonio, Texas, June 11, 1874.*

\* \* \* \* \*

II. A general court-martial will convene at Fort Duncan, Texas, on Monday, the 15th day of June, 1874, at 10 o'clock a. m., or as soon thereafter as practicable, for the trial of Second Lieut. S. K. Thompson, Twenty-fifth Infantry.

*Detail for the court.*—Lieut. Col. J. P. Hatch, Fourth Cavalry; Capt.

Clarence Mauck, Fourth Cavalry; Capt. W. L. Kellogg, Tenth Infantry; Capt. John N. Craig, Tenth Infantry; Capt. E. M. Heyl, Fourth Cavalry; Assistant-Surgeon P. Middleton, Medical Department; First Lieut. H. H. Crews, Fourth Cavalry. First Lieut. J. T. Kirkman, Tenth Infantry, is appointed judge-advocate of the court.

No other officers than those named can be assembled without manifest injury to the service.

By command of Brigadier-General Augur.

J. H. TAYLOR,  
*Assistant Adjutant-General.*

Official:

COLON AUGUR,  
*Aid-de-Camp.*

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FORT DUNCAN, TEXAS,  
Wednesday, June 17, 1874—10 a. m.

The court met pursuant to the foregoing order.

Present: Lieut. Col. John P. Hatch, Fourth Cavalry; Capt. Clarence Mauck, Fourth Cavalry; Capt. W. L. Kellogg, Tenth Infantry; Capt. John N. Craig, Tenth Infantry; Capt. E. M. Heyl, Fourth Cavalry; Assistant-Surgeon P. Middleton, Medical Department; First Lieut. H. H. Crews, Fourth Cavalry; First Lieut. J. T. Kirkman, Tenth Infantry, judge-advocate.

The court then proceeded to the trial of Second Lieut. S. K. Thompson, Twenty-fifth Regiment of Infantry, who was called before the court, and having heard the order appointing the court read, was asked if he had any objection to any member named in the order, to which the accused replied in the negative.

The accused then requested that Capt. John N. Craig, Tenth Infantry, be excused from serving as a member of the court, to enable him to act as counsel for the accused.

The court was then cleared and closed, and upon the re-opening of the court, the accused being present, it was announced that the request of the accused was granted, and Capt. John N. Craig, Tenth Infantry, was excused from serving as a member of the court in this case. Captain Craig then took his place as counsel for the accused.

The court was then duly sworn, according to law, by the judge-advocate, and the judge-advocate was duly sworn, according to law, by the president of the court; all of which was done in the presence of the accused.

The accused, Second Lieut. S. K. Thompson, was then arraigned on the following charge and specification:

**CHARGE**—Violation of the forty-fifth article of war.

**Specification**—In this: that Second Lieut. S. K. Thompson, Twenty-fifth Infantry, commanding detachment Seminole Indian scouts, after having been ordered by the commanding officer of the post to proceed at once with a detail from his command on a scout, for the purpose of hunting up some deserters and horse-thieves, did become so drunk as to be utterly unable to perform this or any other duty.

All this at Fort Duncan, Texas, on or about the 19th day of April, 1874.

To which charge and specification the accused pleaded as follows:

To the specification, Not guilty.

To the charge, Not guilty.



Lieut. Col. W. R. SHAFTER, Twenty-fourth Infantry, a witness for the prosecution, being duly sworn, testified as follows:

Question by judge-advocate. What is your name, rank, regiment, and command?

Answer. William R. Shafter, lieutenant-colonel Twenty-fourth Infantry, commanding post Fort Duncan, Texas.

Question by judge-advocate. Do you know the accused?

Answer. I do.

Question by judge-advocate. Where were you, and on what duty, April 19, 1874, and where and on what duty was the accused?

Answer. I was at the post of Fort Duncan, and in command of it on that date; Lieutenant Thompson was on duty at the post, commanding Seminole scouts.

Question by judge-advocate. State if you gave the accused any orders relating to a scout on that day; what they were, and what occurred in connection therewith.

Answer. Late in the afternoon of that day, I should say about 4 o'clock, I sent for Lieutenant Thompson, relieved him from duty as officer of the day, and directed him to get ten or eleven Seminole scouts of his command, with four days' rations, and report to me with as little delay as possible; to go in command of them in pursuit of deserters and horse-thieves from Fort Clark. The scouts arrived at the post in a short time from their camp near by; and after sending off two other parties and waiting some little time, probably an hour, I sent for Lieutenant Thompson to give him his instructions; he reported, and I gave him his orders to get out at once; he said he was nearly ready. After waiting about an hour longer, I again sent for Lieutenant Thompson to know why he failed to go; when he reported, which was immediately, I noticed that he was, as I considered, considerably under the influence of liquor. I thought, however, he was able to go, and told him to leave at once, as he said he was all ready. I waited still further about twenty minutes, and as the scout did not go, went to the vicinity of his quarters and asked him what he meant by delaying, to which he did not make any very coherent reply. I then directed him to get on his horse and start at once, which he attempted to do, but fell down in trying to mount his horse, on his hands and knees, and as I was satisfied or believed that he was too much under the influence of liquor to get on his horse or to ride him after he was on, I ordered him to his quarters in arrest, and sent another officer in his place.

Question by judge-advocate. What was the condition of the accused as to sobriety at the time you ordered him in arrest?

Answer. I believe he was what I term or consider drunk. I might add that I formed my judgment from his speech and manner of walking and movements; I did not see him drink or smell his breath.

Question by defense. How near were you to the accused at the time last referred to in your testimony?

Answer. I suppose I was four, five, or six feet.

Question by defense. Did the horse the accused attempted to mount plunge or make any efforts to resist mounting?

Answer. He did not plunge; when Mr. Thompson went to get on him he backed, stepped backward, but nothing to amount to anything.

Question by defense. Are you aware that the accused is subject to a throat affection or other ailment that sometimes hinders distinct utterance?

Answer. I was not aware of it; in ordinary conversation I have never observed it.

The examination of this witness was here concluded.

First Lieut. HELENUS DODT, Twenty-fourth Regiment Infantry, post-adjutant, a witness for the prosecution, being duly sworn, testified as follows:

Question by judge-advocate. What is your name, rank, and regiment?

Answer. Helenus Dodt, first lieutenant, regimental adjutant Twenty-fourth Infantry, post-adjutant Fort Duncan, Texas.

Question by judge-advocate. Do you know the accused?

Answer. I do.

Question by judge-advocate. Where were you and on what duty, April 19, 1874?

Answer. At Fort Duncan, Texas, on duty as post-adjutant.

Question by judge-advocate. Did you see the accused on that day?

Answer. I did.

Question by judge-advocate. State what, if anything unusual, occurred to him.

Answer. The accused was detailed to leave the post with a detachment of Seminole Indian scouts in pursuit of some horse-thieves and deserters. The accused did not leave within a reasonable time, and was placed in arrest by the commanding officer of the post, Lieut. Col. W. R. Shafter, Twenty-fourth Infantry.

Question by judge-advocate. State what you saw of the prisoner about the time of his being placed in arrest, and what his condition was.

Answer. I saw the accused when he was placed in arrest by the commanding officer; he appeared to me to be intoxicated. Previous to being placed in arrest, say about an hour previous, the accused came to me and asked me some questions in regard to rations; he then appeared to me to be under the influence of liquor. I advised him to leave the post as soon as possible, as his detachment was ready and waiting for him. The accused left me. About a quarter of an hour afterward the accused went over to the commanding officer, who had sent for him. To judge from his walk, he was intoxicated. I heard an orderly deliver a message about half an hour afterward to Lieutenant Thompson from the commanding officer for Lieutenant Thompson to report to him again. I observed him going over toward the commanding officer's quarters, and to judge from his walk he was still more intoxicated than before.

Question by judge-advocate. Were you near the accused at and immediately after his being placed in arrest, and, if so, what was his condition?

Answer. I was within view of the accused when he was placed in arrest; he then appeared to me to be intoxicated. About twenty minutes, as near as I can judge, after the accused had been placed in arrest, I heard somebody hallooing in the accused's room. I went in his room and saw accused lying on the floor, in my opinion in a gross state of intoxication.

Question by defense. How near were you to the accused at any time referred to in your testimony, previous to his arrest, or at that time?

Answer. The accused stood within three or four steps of me when he came up and spoke to me. I was within about forty steps of him at the time when the arrest took place, and he passed me at about the same distance the other times referred to in my testimony.

Question by defense. At what time in the afternoon was he placed in arrest?

Answer. About 7 o'clock p. m., as near as I can remember.

Question by defense. Was it entirely light at this time?

Answer. No, it was not; it was twilight.

Question by defense. Was there any delay in getting ready rations for the men of the party?

Answer. I do not know, but should judge not from what the commanding officer of the post told me at the time.

Question by defense. What other sign of intoxication did you perceive before or at the time of his arrest, except that appearing in the gait of the accused?

Answer. When he came up and spoke to me his language and his ideas appeared to me somewhat confused. Immediately before his arrest he was staggering up to his horse trying to mount, but unable to do so.

Question by defense. Please state exactly what the accused said to you, and your replies, when he spoke about getting rations ready.

Answer. The accused said, "What am I going to do about rations?" I asked him what rations he referred to; that his detachment had been rationed and was ready to start. The accused said, "My own rations." I replied, "I have nothing to do with your own rations; you will have to look out for them yourself." He then said something about having nothing in his kitchen, or being unable to get in his kitchen. He went on to say that he wanted a pack-mule to carry his rations. I told him that as he would be gone only two or three days he ought to carry his rations on his horse; if he, however, thought a pack-mule was necessary he might go and see the commanding officer himself.

Question by defense. Did the manner of the accused seem different from what is usual with him under similar circumstances?

Answer. I don't remember that I have ever seen the accused before under similar circumstances.

Question by defense. Have you never given him instructions about like duties at any other time?

Answer. To my best recollection, no.

Question by defense. Is it not known to you that he is liable to become nervous and over-excited in consequence of certain physical affections?

Answer. It is known to me that the accused is nervous and becomes easily excited, but the cause of it is unknown to me.

Question by defense. Have you ever seen him prostrated by nervous or other weakness not connected with the effects of intoxicating liquors?

Answer. I have seen the accused prostrated once, when he told me that it resulted from a sudden shock received by holding on to a horse.

Question by defense. Did you notify the surgeon at the time? and, if so, please state who it was.

Answer. I did; it was Asst. Surg. W. B. Steinmetz, United States Army.

Question by defense. Might not his condition at the time you have testified he tried to mount his horse have been caused by the same physical failing?

Answer. I do not believe that I have testified to any physical failing on the part of the accused. I have only repeated a statement made to me by the accused when I found him lying on the ground.

Question by defense. Did you know at the time he made the state-

ment referred to that he was not under the influence of intoxicating liquor?

Answer. I supposed he was not; he did not appear to me to be under the influence of intoxicating liquor.

Question by defense. Did you ever see the accused affected in a similar way in his own quarters?

Answer. I have seen the accused in his own quarters apparently suffering very much; whether it was from similar cause or not, I am unable to state.

Question by defense. Did you then think it was from intoxication? Please state what the surgeon said when he was called in.

Answer. The surgeon stated to me that the accused was suffering from the consequences of the excessive use of intoxicating liquors; that if he did not stop drinking he would kill himself; a second attack of this nature might be fatal. The surgeon was Assist. Surg. W. B. Steinmetz, United States Army.

Question by defense. Are you certain that it was twenty minutes after the arrest when you went into his quarters?

Answer. About that time.

The examination of this witness here concluded.

Capt. JOHN W. FRENCH, Twenty-Fifth Regiment Infantry, a witness for the prosecution, being duly sworn, testified as follows:

Question by judge-advocate. What is your name, rank, and regiment?

Answer. John W. French, captain Twenty-Fifth Infantry, commanding "A" Company at Fort Duncan, Texas.

Question by judge-advocate. Do you know the accused?

Answer. I do.

Question by judge-advocate. Where were you and on what duty April 19, 1874?

Answer. I was on duty at Fort Duncan; in the afternoon I was on duty as officer of the day.

Question by judge-advocate. Did you see the accused on that date?

Answer. I did.

Question by judge-advocate. State what, if anything, unusual occurred to him.

Answer. He was placed in arrest by the commanding officer.

Question by judge-advocate. What was his condition at that time?

Answer. In my opinion he was drunk.

Question by defense. How long before he was placed in arrest did you see the accused?

Answer. I don't remember; probably an hour or so, probably more; that is, that I saw him in close proximity.

The examination of this witness here closed.

The prosecution here closed.

Capt. JOHN W. FRENCH, Twenty-fifth Infantry, having been previously sworn as a witness in the case for the prosecution, was called for the defense and testified as follows:

Question by defense. How long have you known Lieutenant Thompson, and what is his character as an officer?

Answer. He has been in my company for four years; he is a very willing officer, always ready to do what he is told to do, and I can say attentive to his duties.

The examination of this witness here concluded.

MARCUS HOLMES, private Company A, Twenty-fifth Infantry, a witness for the defense, being duly sworn, testified as follows:

Question by defense. Did you assist Lieutenant Thompson to get ready for the scout on the day he was placed in arrest?

Answer. Yes, sir.

Question by defense. What was his condition as to sobriety at that time?

Answer. He appeared to be as usual, sober; I did not see anything extraordinary.

Question by defense. Did he give you instructions about packing rations and blankets for him and assist you in so doing?

Answer. Yes, sir.

Question by defense. Was there anything in his manner to make you suspect that he was in any way unfit for duty?

Answer. No, sir. I didn't see anything at that time.

Question by defense. Did you see him try to mount his horse? and, if so, state what occurred.

Answer. Yes, sir; he went out to get on his horse, and the horse sort of run off from him. The Seminole brought him up again, and he got hold of the horn of the saddle and tussled with the horse some time, and finally got his foot in the stirrup; he attempted to mount the horse then; the horse was very fractious at the time, and tussled some time before he got his hand off the pommel of the saddle, which left his foot hanging in the stirrup, and finally threw him about twenty or twenty-five feet from where he first began to mount him.

Question by defense. Is this horse unmanageable and difficult to mount?

Answer. He was that night.

The examination of this witness here closed.

Private JOHN WOODRUFF, Company A, Twenty-fifth Infantry, a witness for the defense, being duly sworn, testified as follows:

Question by defense. What is your name, rank, company, and regiment?

Answer. John Woodruff, private Company A, Twenty-fifth Infantry.

Question by defense. Do you know anything about the horse furnished Lieutenant Thompson on the afternoon he was placed in arrest to go with scouting party of Seminoles?

Answer. Yes, sir. I know the horse; he was a kind of a skittish horse, not a very good horse to ride; a person had to be very careful when they went to get upon him or he would jump out from under him and throw him. I used to ride him out on herd, and knew him very well; he tried to throw me several times, but did not get me off him. You had to work with him some little time before you could get him to stand so you could get upon him.

The examination of this witness here closed.

The court then adjourned to meet again at 10 o'clock a. m., June 18, 1874.

#### SECOND DAY.

THURSDAY, *June 18, 1874*—10 a. m.

The court met pursuant to adjournment.

Present, Lieut. Col. John P. Hatch, Fourth Cavalry; Capt. Clarence Mauck, Fourth Cavalry; Capt. W. S. Kellogg, Eighteenth Infantry; Capt. E. M. Heyl, Fourth Cavalry; Assis. Surg. P. Middleton, Medical

Department; First Lieut. H. H. Crews, Fourth Cavalry; First Lieut. J. T. Kirkman, Tenth Infantry, judge-advocate.

The accused, Second Lieut. S. K. Thompson, Twenty-fifth Infantry, and his counsel were present.

The proceedings of the preceding meeting were read and approved.

The accused then submitted the papers appended and marked A, B, C, D, E.

The defense, having no statement to make, was here closed.

The judge-advocate submitted the case without remark.

The court was then cleared and closed for deliberation, and after mature consideration of the evidence adduced, finds the accused, Second Lieut. S. K. Thompson, Twenty-fifth Infantry, as follows:

Of the specification, Guilty.

Of the charge, Guilty.

And the court does, therefore, sentence him, Second Lieut. S. K. Thompson, Twenty-fifth Infantry, to be cashiered.

JNO. P. HATCH;

*Lieut. Col. Fourth Cavalry, President.*

J. T. KIRKMAN,

*First Lieut. Tenth Infantry, Judge-Advocate.*

The proceedings, findings, and sentence of the court in the foregoing case of Second Lieut. S. K. Thompson, Twenty-fifth Infantry, are approved, except the relieving a member of court (but before being sworn in the case) to act as counsel for the accused, and the proceedings, in conformity with the sixty-fifth article of war, are forwarded for the action and orders thereon of the President of the United States. The recommendations of certain members of the court are not concurred in.

C. C. AUGUR,

*Brigadier-General, Commanding Department of Texas.*

HEADQUARTERS DEPARTMENT OF TEXAS,

*San Antonio, Texas, July 3, 1874.*

In reference to paragraph II, Special Orders No. 93, headquarters Department of Texas, dated San Antonio, Tex., June 15, 1874, the court then adjourned to meet again at Fort Clark, Tex., at 10½ a. m., June 20, 1874.

J. T. KIRKMAN,

*First Lieut. Tenth Infantry, Judge-Advocate.*

Official copy of the trial of Lieut. S. K. Thompson, Twenty-fifth United States Infantry.

J. HOLT,

*Judge-Advocate General.*

## A.

HEADQUARTERS FIRST KANSAS COLORED VOLUNTEERS,

*Roseville, Ark., January 31, 1864.*

Second Lieut. S. K. Thompson, of the Second Arkansas Infantry, A. D., was for a period of more than two years under my command in Company F, Fifth Kansas Cavalry, and, during this period, in many skirmishes with the enemy, distinguished himself as a gallant soldier, and was always prompt in the discharge of any duty assigned him. He is desirous of changing his position for one in a Kansas regiment,

and I cheerfully recommend him as a faithful and efficient officer, fully competent to fill any position in any regiment now in the service or that may be hereafter recruited in Kansas.

J. M. WILLIAMS,  
*Colonel, Commanding Regiment.*

[First indorsement.]

LEAVENWORTH, KANS., *February 24, 1864.*

I cheerfully indorse the within recommendation of Colonel Williams, and commend Lieutenant Thompson to the favorable consideration of the governor of Kansas for promotion in a Kansas regiment.

JAS. G. BLUNT,  
*Major-General United States Army.*

[Second indorsement.]

LEAVENWORTH CITY, KANS.,  
*February 25, 1864.*

I cheerfully indorse the within and above. Thompson is a gallant officer, and deserving of the consideration of the State authorities.

THOS. MOONLIGHT,  
*Lieutenant-Colonel Eleventh Kansas Volunteers.*

[Third indorsement.]

LEAVENWORTH, KANS., *March 3, 1864.*

I most cheerfully recommend the promotion of Lieutenant Thompson.

D. R. ANTHONY,  
*Mayor, late Lt. Col. Seventh Kans. Cav. Vols.*

[Fourth indorsement.]

LEAVENWORTH CITY, KANS., *March 10, 1864.*

I most cheerfully add my testimony to the worth of Lieutenant Thompson, having known him for several years.

H. D. FISHER,  
*Chaplain Fifth Kansas Cavalry.*

[Fifth indorsement.]

LEAVENWORTH, KANSAS, *March 12, 1864.*

I most earnestly add my recommendation to those above given in favor of Lieutenant Thompson. He combines the best qualities of a cavalry officer, and would do honor to the State if he could serve more directly under her authority. I trust the governor of Kansas will be soon enabled to give the lieutenant such a recognition as his merits and services fully entitle him to.

CHAMPION VAUGHN,  
*Major United States Volunteers.*

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B.

LITTLE ROCK, ARK., *November 6, 1865.*

GENERAL: Permit me to recommend, for appointment in the Regular Army, First Lieut. Samuel K. Thompson. I do this with, I think, a

correct knowledge of his merits and capabilities, he having served under my command for about two years, and I do not hesitate to pronounce them very good. I believe, if he should receive a lieutenancy in the Regular Army, he would fill the position with credit to himself and the service.

I am, general, very respectfully, your obedient servant,

POWELL CLAYTON,

*Formerly Brigadier-General Volunteers.*

To ADJUTANT-GENERAL,

*United States Army.*

[First indorsement.]

HEADQUARTERS FIFTY-FOURTH U. S. INFANTRY,

*Little Rock, Ark., January 15, 1866.*

First Lieutenant Thompson, of this regiment, has served on the staff of Bvt. Brig. Gen. J. M. Williams some twelve months, and from personal knowledge can recommend him an energetic and efficient officer with unexceptionable habits.

CHAS. FAIR,

*Lieutenant-Colonel Commanding.*

[Second indorsement.]

HEADQUARTERS CENTRAL DISTRICT,

DEPARTMENT OF ARKANSAS,

*Little Rock, Ark., November 7, 1865.*

During my acquaintance with Lieutenant Thompson, and while he has been under my command, he has conducted himself in a soldierly and officer-like manner, and I cordially approve and join in this recommendation for his appointment as a lieutenant in the Regular Army, believing he will make a useful officer in this position as he has done in the volunteer forces.

THOS. J. WOOD,

*Major-General Volunteers, Commanding.*

C.

HEADQUARTERS FIFTY-FOURTH U. S. A. INFANTRY,

*Little Rock, Ark., June 14, 1866.*

GENERAL: I have the honor to recommend the following-named officers for promotion by brevet in consideration of their long-continued, faithful, and meritorious service during the war. By their zealous performance of duty in the camp or field, regardless of circumstances or influence, and superior soldierly qualities, has caused me to recognize in them special cases of merit.

The term of service of this regiment being about to expire, I therefore earnestly commend them to the Department for honorary brevets.

\* \* \* \* \*

First Lieut. S. K. Thompson to be major by brevet.

\* \* \* \* \*

I am, general, very respectfully, your obedient servant,

CHAS. FAIR,

*Lieut. Col. Fifty-fourth U. S. A. Infantry,*

*Bvt. Col. U. S. A, Commanding Regiment.*

Bvt. Maj. Gen. L. THOMAS,

*Adjutant-General U. S. A.*



## D.

*Copy of testimonials.*SAN JOSÉ, CAL., *September 19, 1868.*

Sam. K. Thompson, lieutenant Thirty-ninth United States Infantry, was, in the year 1861, a private in Company B, Third Kansas Volunteers, of which I was then captain. At the engagements with the enemy at Nevada, Mo., August, 1861; Balltown, Mo., August, 1861; and Drywood, Mo., September 2, 1861, Lieutenant Thompson was under my command, and in those several actions behaved most gallantly under fire. His conduct then was such as to win the compliments of his commanders and merit proper recognition from his superiors. I would, therefore, respectfully recommend that he be brevetted first lieutenant, captain, and major for his gallant conduct in those actions.

J. M. WILLIAMS,

*Capt. Eighth U. S. Cavalry, late Col. Seventy-ninth  
U. S. C. T., and Bvt. Brig. Gen. U. S. V.*

EXECUTIVE DEPARTMENT,

*Little Rock, Ark., September 12, 1868.*

I heartily concur with the within recommendations. Lieutenant Thompson is an officer well known to me, he having served under my command during the greater part of the late war. His services were always meritorious and efficient. I think the brevet rank would be properly bestowed, and I respectfully recommend it.

POWELL CLAYTON,

*Gov. of State of Arkansas, and late Brig. Gen. Vols. U. S. A.*

SHIP ISLAND, MISS., *November 14, 1868.*

Lieutenant Thompson has served with his regiment nearly one year, and has always evinced a desire to perform his duties faithfully. He is an officer of intelligence and sagacity, and I cheerfully recommend him for the brevets for which he asks.

JAS. A. MOWER,

*Colonel Thirty-ninth Infantry, Brevet Major-General U. S. A.*

## E.

*To all whom it may concern :*

In the year of 1863 I was serving with my regiment, the First Indiana Cavalry Volunteers, of which I was surgeon, in Arkansas, eastern district. The regiment was brigaded with the Fifth Kansas Cavalry Volunteers, and with that regiment were engaged in numerous skirmishes with the enemy. While out scouting in one of these, in April or May, 1863, Lieutenant Thompson, Twenty-fifth Infantry, then a member of the Fifth Kansas, was severely injured in the left breast and shoulder by being violently thrown from his horse (which fell) and was trampled upon by the charging squadron. This skirmish was near Madison, Ark. I find the lieutenant now at this post, and suffering in my opinion, still, from the wounds received at the time referred to.

JOHN J. PATTERSON,

*Acting Assistant Surgeon U. S. A., late Major  
and Surgeon First Indiana Cavalry.*

In view of the documentary testimonials submitted by the accused, Lieut. S. K. Thompson, Twenty-fifth Infantry, we, the undersigned members of the general court-martial, convened by No. , respectfully recommend him to the clemency of the reviewing authority.

C. MANCK,

*Captain Fourth Cavalry.*

E. M. HEYL,

*Captain Fourth Cavalry.*

H. H. CREWS,

*First Lieutenant Fourth Cavalry.*

P. MIDDLETON,

*Assistant Surgeon U. S. A.*

WAR DEPARTMENT, *August 10, 1874.*

In conformity with the sixty-fifth of the rules and articles of war, the proceedings of the general court-martial in the foregoing case of Second Lieut. S. K. Thompson, Twenty-fifth Infantry, have been forwarded to the Secretary of War, and by him submitted to the President.

The proceedings in this case are approved, except the action of the court in excusing from service one of the officers detailed for duty on the court that he might act as counsel for the accused. Although this was done before the court was sworn, and does not affect the validity of the proceedings, it was manifestly irregular, as conflicting with the discretion exclusively belonging to the appointing power of fixing the number of members of the court. This action is disapproved. The findings and sentence are approved.

W. W. BELKNAP,

*Secretary of War.*

WASHINGTON, D. C., *December 24, 1874.*

SIR: I have the honor to respectfully ask to be re-appointed second lieutenant of infantry in the United States Army, for the reasons here with respectfully submitted.

I was tried by a general court-martial at Fort Duncan, Tex., June 11, 1874, for "violation of the forty-fifth article of war," with one specification; was found guilty and cashiered, without a full hearing of my case. it being impossible for me to procure at that time all of the witnesses for the defense.

The facts in the case, to the best of my recollection, are as follows:

On the 19th day of April, 1874, I was serving at Fort Duncan, Tex. and was "officer of the day." About half past 4 o'clock p. m. I was ordered by the commanding officer of the post, Lieut. Col. W. R. Shafter, Twenty-fourth Infantry, to detail four men of the Seminole Indian scouts, to report to him as soon as possible, with four days' rations. I obeyed the order as soon as possible. Shortly after that, he sent for me and ordered me to detail ten more Seminoles, with four days' rations each, and to get ready to go with them myself, and to tell Capt. J. W. French, Twenty-fifth Infantry, to relieve me as "officer of the day." I obeyed at once. I found no little difficulty in finding the Seminoles, as they lived in their own village, about one mile south of the post, where they keep all their arms and equipments; and not being subject to any particular dis-

discipline when not on actual duty, they went when and where they pleased. It was Sunday, a general holiday in that section, and some of them were in the town of Eagle Pass, Tex., adjoining the reservation of Fort Duncan on the north; others were out with the herd, and still others hunting. They had exhausted their last issue of rations, and on going to the commissary store-house I found it locked and the commissary-sergeant absent. I then went to the quarters of the post quartermaster and assistant commissary sergeant; he was also absent. I then went to the post adjutant, and asked him for a blank ration return. He asked me, "What for?" I answered, "To get my rations." He then said, "You ought to have your rations in your kitchen." I told him, "My own rations were in my kitchen, but that the rations I wanted were in the commissary store-house, locked up," and asked him "if he had the key to the said store-house, or knew where I could find either the quartermaster or the commissary sergeant, as I must have rations for my detachment at once, if possible." He replied, "I have nothing to do with rations; you must see to that yourself." This was the substance of our conversation as near as I can recollect. In regard to the pack-mule referred to in the testimony of Lieutenant Dodt, I do not clearly recollect; but I think that I said in the course of our conversation that "I would rather have a pack-mule to ride than the mustang pony that had been turned over to me." This was said in jest, for though I had been told that he was a dangerous animal, I was sure that I could ride him, though I had never tried.

I then reported the state of affairs to the commanding officer, who sent for the commissary sergeant, who was then in the town of Eagle Pass, Tex. It was then after 5 o'clock p. m. Some time after that, perhaps half an hour, the sergeant came over to the post and issued the rations, ten days' rations for the whole detachment of twenty-seven Seminoles. I had to superintend the division of the rations, as none of the Seminoles, in my opinion, were capable of doing it properly, none being able to read or write, and few of them able to speak English plain enough for me to understand. I will here state that I had been in command of the Seminole scouts less than a week, having been ordered to take command of the said scouts by Special Order No. —, Headquarters Fort Duncan, Texas, dated April 13, 1874, and took actual command two or three days afterward, and was not relieved from any post duty whatever.

The bulk of the rations had to be sent to the Seminole village, which I saw was done properly.

As fast as the Seminoles were found, they were sent to their village to complete their outfit. The only assistance I had was from the acting first sergeant of the detachment of Seminole scouts, chief John Kibbetts. About fifteen or twenty minutes before I was arrested, I was sent for by the commanding officer, and received some special directions. I then reported to him that I had everything nearly ready to go out. He replied, "Very well; get off as soon as you can, then." I went to the vicinity of my quarters, where I had ordered the Seminoles to form in line for inspection before going out, and carefully inspected the detachment; this is required by orders in the Department of Texas. I had completed this duty when the commanding officer came over, and when asked by him, I told him what I had been doing. He made a very angry reply, and ordered me to go out at once. I went toward my horse, when, though he was held by one of the Seminoles, he shied off from me. I told the Seminole to lead him up again carefully, and when he did so I caught hold of the pommel of the saddle, and after some difficulty got

my foot in the stirrup. He resisted every attempt to mount him, with so much violence that I could not do so; and he finally jerked my hand from the saddle, and my foot being in the stirrup, threw me violently on my hands and knees. Colonel Shafter, who was near by, then ordered me to go to my quarters in arrest. I obeyed his orders. The detachment of Seminoles were then in line fully equipped, rationed, and ready to go out. After arrest I went into my quarters, feeling sick at heart and physically exhausted with what had just occurred, laid down on a pallet spread on the floor before one of the windows of my room, where I was in a habit of lying very frequently when off duty, as it was the only cool place in my room. I know of no unusual noise or hallooing in my room, other than that made by my servant trying to quiet my baby, who was crying very hard about that time. Colonel Shafter preferred charges against me for "violation of the forty-fifth article of war," and I remained in arrest until the 8th day of June, 1874, when I was released from arrest and restored to duty by Special Order No. 87, Headquarters Fort Duncan, Texas, dated June 8, 1874, and led to believe that the charge against me had either been withdrawn or pigeon-holed, and that I would not be brought to trial. I was notified on the 15th day of June, 1874, that a court-martial had been ordered for my trial. The court convened at Fort Duncan, Texas, at 10 o'clock a. m., on the 17th day of June, 1874. The time was too short for me to fully prepare for trial, and I found that nearly all of the witnesses for the defense were absent with various scouting-parties, and would be gone for some weeks; also, that their exact whereabouts was not then known. I supposed that there was but one witness for the prosecution, as the name of Colonel Shafter was the only one given as a prosecuting witness, on the copy of the charge and specification furnished me for my information. Previous to the convening of the court, I told the judge-advocate, Lieutenant Kirkman, Tenth Infantry, that I was not ready for trial; and further, that I was not then in arrest. I was placed in arrest shortly after, and called before the court. As my counsel was absent some distance from the post, I asked the court "to permit Captain Craig, Tenth Infantry, a member of the court, to defend me." I had been advised that I had a right to do this, and that if I did, it would likely be granted, under the circumstances. My request was granted, and the trial commenced and proceeded in a manner very unsatisfactory to me. My counsel objected to any delay for the purpose of procuring evidence. Questions I desired to have asked, and witnesses I desired to bring forward, were, after he had examined them, deemed unimportant, in his opinion, as having no direct bearing in the case, as he told me; and the evidence I expected to produce in many cases failed from this cause. He further assured me that there was no need of his presenting my statement to the court, as he had talked with most of the members and was sure of a favorable verdict, which I understood meant acquittal. When I expressed my dissatisfaction, he told me that the more I bothered the court the less I might expect. I had also been told by the president of the court, Colonel Hatch, Fourth Cavalry, that I had better trust my case entirely to my counsel, as I was apt to have too much feeling in the case to judge properly what was best to do, while the counsel took only a legal view of the case. This advice was not given in court. After some argument with my counsel, I finally submitted, though much against my will; the case closed, with the result before mentioned; the sentence was approved by the President, August 10, 1874.

Some of the witnesses I wished to have summoned for the defense, whose affidavits I herewith attach, marked A, B, C, and D, were absent

at the time of trial, but returned some time in August, and I obtained the said affidavits after I had received the order cashiering me. I also learned, about that time, that a majority of the court had signed a petition for mitigation of the sentence. The manner of my speech could have been readily accounted for, had my counsel brought into court, as I desired, the hospital-steward, with the hospital-records of sick and wounded. The steward had seen Dr. Steinmetz, the post-surgeon, who was not in the department at the time of trial, examine my throat, several days before arrest, and had put up medicine for the same, by the doctor's order. The records would have shown that I was treated for "tonsillitis" for more than a week after arrest. Before arrest, I went to the hospital for treatment, and did not go on the sick-report. After arrest, I was taken up on the sick-report, as the doctor had to come to my quarters to attend me. In regard to the time that Lieutenant Dodt saw me sick and suffering in my quarters, referred to in his testimony, I suppose it was on the 24th day of March, 1874, as on that day he knew I was quite sick, and, when passing my quarters, inquired what was the matter with me. I had just returned to my quarters after the forenoon drill; the day was very warm, and we had been running a good deal, so that when the drill was ended I was utterly exhausted. My wife was alarmed, and sent for the doctor, who came and excused me from duty, and directed me to keep in out of the sun, and, if I felt no better by night, to go on the sick-report the next morning. I sent word to the company commander that I was sick; also to the first sergeant, to put my name on the sick-report book in the morning, but he forgot to do so. On the 25th, the next day, a letter was referred to me requiring an explanation of the absence of all commissioned officers from several roll-calls of the company, viz, retreat and tattoo, on the 24th, and reveille on the 25th of March, 1873. I herewith attach a copy of the endorsements on the said letter, marked E. I was severely injured in the breast, in a cavalry charge against the enemy, during the late war, and when tired and overheated am liable to suffer from nervous prostration or exhaustion. As to my habits, I have frequently drank socially with my brother officers, and, on the day I was arrested, when I went to Captain French's quarters, I there met several officers, old acquaintances, from another post, who insisted on me taking a drink. We all drank; I then turned over my orders to Captain French, and went about preparing to go out with my detachment. What little effect what I drank had on me, soon wore off, and did not in the least interfere with my duty. As a proof of my close attention to duty, I will call attention to the fact that during ten years that I have been an officer, and most of the time responsible for public property, I have never failed to make proper and prompt returns, and that, on final settlement, I was not indebted in any way to the United States; also that I was never in arrest, or tried by any kind of a court before. I was under nineteen years of age when I entered the service, and have never learned any other business, and have no fortune or capital to aid me in subsisting myself and family. With the hope that my petition may be favorably considered, I respectfully submit the foregoing statement.

I am, sir, very respectfully, your obedient servant,

SAM. K. THOMPSON,

*Late Second Lieutenant Twenty-fifth Infantry.*

The Hon. SECRETARY OF WAR,  
Washington, D. C.

(Post-office address: Washington, D. C., care of C. X. Martin, Ninth street, No. 1325.)

A.

STATE OF TEXAS,

*Maverick County:*

Personally appeared before the undersigned authority, Allen Factor and Carolina July, privates in Seminole Indian scouts, who being first duly sworn, doth depose and say that they are both well acquainted with Lieut. S. K. Thompson, of Twenty-fifth Infantry, commanding scouts on the 19th day of April, (Sunday,) A. D. 1874, and that on that day a detail was made of ten men, with four days' rations, to march at once, about 4½ o'clock p. m. The detail was made with some difficulty, as our camp being one mile from Fort Duncan, it being Sunday, part of the men were out with the herd and part in town, who had to be looked up. Our rations had to be drawn; the commissary-sergeant was absent in town and had to be hunted up. Lieutenant Thompson was busy all this time, and I was present when the horse threw him; Lieutenant Thompson was not drunk when arrested by Colonel Shafter; the horse he mounted was a very unruly one, and hard to mount; he was fit for duty and ready to go.

his  
ALLEN + FACTOR,  
mark.

*Private Seminole Negro Indian scout.*

his  
CAROLINA + JULY,  
mark.

*Private Seminole Negro Indian scout.*

Sworn to and subscribed before me, at Eagle Pass, Texas, this 31st day of August, A. D. 1874.

[SEAL.]

JOHN N. SHAFTER,

*United States Commissioner, Western District, Texas.*

B.

STATE OF TEXAS,

*County of Maverick:*

Personally appeared before me the undersigned authority, John Kibbetts, chief of the band of Seminoles living near Fort Duncan, Texas, late first sergeant Seminole Negro Indian scouts, who deposes and says on the 19th day of April, 1874, (Sunday,) I was first sergeant of the detachment of Seminole Indian scouts, at Fort Duncan, Texas. About 4½ o'clock p. m. I was ordered by Lieutenant Thompson, commanding the scouts, to make a detail of ten men, with four days' rations, to march at once; also a detail of four men to go with detachments of the Fourth Cavalry, just arrived from Fort Clark. I obeyed the order of the lieutenant. Our rations were out, and I had to draw them before the scouts could go out. The commissary-sergeant was absent from the post, and had to be sent for. Rations were drawn at last for the whole detachment of scouts for ten days. They then had to be divided. The day was very warm. I saw Lieutenant Thompson until about twilight. He was ready to go out. The day was very hot, and, it being Sunday, the men of the detachment of Seminole scouts were somewhat scattered—some out with the herd, and some in town. I sent for them, and they reported; but, as the post is between town and our camp, (near a mile from Fort Duncan,) they had to be sent to camp to complete their outfit. I did not see Lieutenant Thompson drunk or unable to per-

form his duty. The horse furnished Lieutenant Thompson at the time referred to by the post-quartermaster, was one that could not be mounted or handled by any one, except by the greatest care. He was well known to all the scouts and quartermaster's employés as a wild and unruly animal.

JOHN + KIBBETTS,  
<sup>his</sup>  
<sup>mark.</sup>

*Seminole Chief.*

Sworn to and subscribed before me this 2d day of September, A. D. 1874.

[SEAL.]

JOHN N. SHAFTER,  
*United States Commissioner, Western District Texas.*

C.

STATE OF TEXAS,

*County of Maverick:*

Personally appeared before me, the undersigned authority, Commissary-Sergeant Henry Bryden, United States Army, to me known, who, being duly sworn, deposes and says: On the afternoon of April 19, 1874, I was absent from the post of Fort Duncan, Texas, my station, with proper authority, as it was Sunday, and no urgent business to attend to. About 4½ or 5 o'clock I was sent for to issue rations to the Seminole scouts, a detail having been made from said detachment of scouts to go out at once, under command of Lieut. S. K. Thompson, Twenty-fifth Infantry. I issued the rations to the scout—ten days' rations for twenty-seven men. The ration-return was not approved by the commanding officer or the post-adjutant before the issue was made, but I issued on the verbal orders of the commanding officer, as the scout wished to be off as soon as possible. Lieutenant Dodt, Twenty-fourth Infantry, had nothing to do with the issue of rations referred to.

HENRY BRYDEN,  
*Commissary-Sergeant.*

Sworn to and subscribed before me, at Eagle Pass, Texas, this 1st day of September, A. D. 1874.

JOHN N. SHAFTER,  
*United States Commissioner Western District Texas.*

D.

STATE OF TEXAS:

*County of Maverick:*

Personally appeared before me, the undersigned authority, Private Theophilus Wooden, Company E, Twenty-fifth Infantry, to me known, who deposes and says: That he is and has been on daily duty in the Quartermaster's Department at Fort Duncan, Texas, since January 1, 1874, and that he well knows the horse or mustang furnished Lieut. S. K. Thompson by the quartermaster, post of Fort Duncan, Texas. The said horse was one that little use could be made of. It was as much as the best riders could do to mount him. After he threw Lieutenant

H. Ex. 154—2

Thompson, on the evening of the 19th day of April, 1874, the quartermaster had him harnessed and hitched, with seven mules, to the water-wagon of the post, but nothing could be done with him.

THEOPHILUS <sup>his</sup> + <sup>mark.</sup> WOODEN,

*Private Company E, Twenty-fifth Infantry.*

Sworn to and subscribed before me this 2d day of September, A. D. 1874.

[SEAL.]

\_\_\_\_\_  
*United States Commissioner Western District Texas.*

E.

*A true copy of the indorsements on a letter requiring the commanding officer Company A, Twenty-fifth Infantry, to explain why no officer was present at retreat and tattoo roll-calls of the company on the 24th and reveille roll-call on the 25th of March, 1874.*

[First indorsement.]      ●

FORT DUNCAN, TEXAS, *March 25, 1874.*

Respectfully referred to Lieutenant Thompson, whose duty it was to attend these calls, for explanation.

AND. GEDDES,  
*First Lieutenant Twenty-fifth Infantry,  
Commanding Company A.*

[Second indorsement.]

FORT DUNCAN, TEXAS, *March 25, 1874.*

Respectfully returned. I was sick in my quarters, unable to attend to any duty, and so informed the company commander; also First Sergeant Collins, Company A, Twenty-fifth Infantry.

SAM. K. THOMPSON.

[Fourth indorsement.]

FORT DUNCAN, TEXAS, *March 25, 1874.*

Respectfully referred to the post-surgeon. Attention invited to second indorsement. The post-surgeon will state whether this officer was excused from duty by him.

By order of Major Alfred E. Latimer :

HELENUS DODT,  
*First Lieutenant and Adjutant Twenty-fourth Infantry,  
Post-Adjutant.*

[Fifth indorsement.]

FORT DUNCAN, TEXAS, *March 26, 1874.*

Respectfully returned to the post-adjutant. Some time on the 24th instant, I believe about noon, I was notified that Lieutenant Thompson, Twenty-fifth Infantry, wished to see me on account of sickness. I re-



paired to his quarters at once, and found him somewhat debilitated from an attack of palpitation of the heart, to which he is subject.

He was in my opinion unfit for duty, and I therefore excused him from duty for that day. It has been customary at this post, since I have been here, that whenever an officer gets sick after sick-call, and is excused by the post-surgeon, that the officer notifies the post-adjutant, and on the following morning he is taken up on the company sick-book, if he is still unfit for duty. Lieutenant Thompson's name not appearing on the company sick-book on the morning of the 25th instant, I supposed he did not wish to be excused from duty on that day, and therefore did not take him up on my report, nor did I pay him a professional visit. He was not excused by me on the 25th instant.

W. R. STEINMETZ,  
*Assistant Surgeon, U. S. A., Post-Surgeon.*

Respectfully referred to the Secretary of War.

Lieutenant Thompson is a citizen of Kansas, who served honorably in the war of the rebellion, and afterward enlisted in the Regular Army. From an examination of the records it appears that the offense for which he was tried was the only one of which he had been guilty. I hope his application may have early and favorable consideration.

JOHN J. INGALLS,  
*United States Senator.*

I concur with Senator Ingalls.

S. A. COBB.

I concur with Senator Ingalls and Colonel Cobb.

JAMES M. HARVEY,  
*United States Senator.*

I indorse the paper of Lieutenant Thompson, and concur with my colleague.

W. A. PHILLIPS, *M. C.*

I think the application is meritorious, and hope it may be granted.

D. P. LOWE, *M. C.*

○



NINTH CENSUS.

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LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*An estimate of appropriation required to supply a deficiency in the appropriations for the expenses of the ninth census.*

---

FEBRUARY 10, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

---

DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., February 1, 1875.*

SIR: I have the honor to transmit herewith a copy of a letter of this day from the Acting Superintendent of Census, submitting an estimate of appropriations required to supply a deficiency in the appropriations for the expenses of the ninth census, amounting to \$1,500.

It is believed that the sum asked for will suffice for the final adjustment of all claims on account of taking the ninth census.

A claim has recently been presented, amounting to the sum of \$189.44, but it cannot be paid for the reason that the unexpended balance of appropriations for this service amounts to only \$114.

I have the honor to recommend, therefore, the insertion in the pending deficiency appropriation bill of an item, similar to the enclosed, in order that all claims of the nature referred to may be adjusted by this Department.

I am, sir, very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

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DEPARTMENT OF THE INTERIOR,  
CENSUS OFFICE,  
*Washington, D. C., February 1, 1875.*

SIR: I would respectfully call your attention to the fact that there are a few small claims for services at the ninth census by assistant mar-

shals remaining unpaid, for the reason of failure or neglect of such officers to furnish the evidence required by the Department as to their services, or because of their refusal to accept the sums allowed them in the settlement of their accounts, as being less than the amounts claimed by themselves.

The balance of the appropriation for the ninth census is but \$114.

In order, therefore, to make proper provisions for the final adjustment of the small balances referred to, I would respectfully recommend that Congress be asked to appropriate the sum of \$1,500.

This action is based upon a communication just received from General F. A. Walker, late Superintendent of Census, to whom I referred Mr. Rogers's claim for advice.

Very respectfully, your obedient servant,

G. D. HARRINGTON,  
*Acting Superintendent.*

Hon. C. DELANO,  
*Secretary of the Interior.*

Estimate of deficiency in the appropriations for expenses of the ninth census required during the fiscal year ending June 30, 1875, viz:

For a deficiency in the appropriations for the expenses of the ninth census...? \$1,500



NEZ PERCÉ INDIAN RESERVATION IN IDAHO.

---

L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

*A draught of a bill making appropriation for the purchase of certain improvements on the Nez Percé Indian reservation in Idaho.*

FEBRUARY 10, 1875.—Referred to the Committee on Appropriations and ordered to be printed.

---

DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 27, 1875.*

SIR: I have the honor to transmit herewith a copy of a communication from the Commissioner of Indian Affairs, dated the 26th instant, upon the subject of the payment of certain parties for damages sustained by loss of improvements, on account of being removed from the Nez Percé reservation in Idaho.

A draught of a bill providing for an appropriation (to the amount of \$6,500) to pay said parties is also herewith transmitted.

The subject is respectfully presented for the favorable consideration of Congress.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

The SPEAKER of the House of Representatives.

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AN ACT making appropriation for the purchase of certain improvements on the Nez Percé Indian reserve in Idaho.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there be, and hereby is, appropriated out of any moneys in the Treasury of the United States not otherwise appropriated, the sum of six thousand five hundred dollars, or so much thereof as may be necessary to enable the Commissioner of Indian Affairs to purchase, in his official capacity, for the use and benefit of the Nez Percé tribe of Indians, with their consent, certain improvements within the limits of the Nez Percé reservation, in the Territory of Idaho, made by or belonging to D. B. Randall and W. A. Caldwell, respectively: *Provided,* That the sum herein appropriated shall be re-imbursed to the United States from the amount of the last of twenty installments to be appropriated in fulfillment of the provisions of the fifth article of the treaty with the Nez Percés, concluded June 11, 1855, for the employment of one superintendent of farming and two farmers, two millers, two blacksmiths, one tinner, one gunsmith, one carpenter, and one wagon and plow maker.



SHOAL IN THE HUDSON RIVER, OPPOSITE JERSEY CITY.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*A report upon the shoal in the Hudson River, opposite Jersey City.*

---

FEBRUARY 10, 1875.—Referred to the Committee on Commerce.  
FEBRUARY 13, 1875.—Ordered to be printed.

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WAR DEPARTMENT, *February 9, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives copy of report of Lieut. Col. John Newton, Corps of Engineers, upon the shoal in the Hudson River, opposite Jersey City, and letter of the Chief of Engineers, submitting the same.

The survey was made in compliance with resolution of the House, dated April 14, 1874.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., February 6, 1875.*

SIR: The resolution of the House of Representatives of April 14, 1874, requesting examination or survey of a bank of mud in Hudson River, opposite Jersey City, &c., referred to this Office for report, is herewith respectfully returned.

The survey contemplated by the resolution was made under the direction of Lieut. Col. John Newton, Corps of Engineers, a copy of whose report thereon is submitted.

The results of the survey, suggest, in Colonel Newton's opinion, serious reflections as to the future of the channel of the Hudson River, between New York City and New Jersey, and he thinks it highly proper

## 2 SHOAL IN THE HUDSON RIVER, OPPOSITE JERSEY CITY.

that "a superior authority should interfere to regulate definitely the laws upon both shores."

While entertaining no expectation that dredging will insure a permanent benefit, and doubting whether such benefit will endure sufficiently long to compensate in any degree for the expense involved, except between Pavonia ferry and the pier of the Cardiff line, Colonel Newton submits an estimate for dredging the shoal to a depth of 25 feet from the neighborhood of Pavonia ferry to a short distance below the Cunard docks, amounting to \$101,807.20.

That section lying between Pavonia ferry and the piers of the Cardiff line, Colonel Newton considers, from certain indications, not to be so hopeless of improvement by dredging as the other portion of the shoal. The probable cost of this dredging would be \$35,000. But it should be insisted that dock-owners keep the slips between the piers well dredged, else there will be a tendency for such deposit to press beyond the pier-head and shoal the space already dredged. This difficulty attaches to all dredging executed along the line of the piers.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brig. Gen. and Chief of Engineers.*

Hon. W. W. BELKNAP,  
*Secretary of War.*

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## SHOAL IN HUDSON RIVER, OFF JERSEY CITY.

UNITED STATES ENGINEER OFFICE,  
*New York, February 1, 1875.*

GENERAL: In obedience to instructions from the Office of the Chief of Engineers of April 15, 1874, conveying a resolution of the House of Representatives, as follows:

*Resolved*, That the Secretary of War be requested to cause an examination or survey to be made of a bank of mud which has been formed in Hudson River, opposite Jersey City, extending from near the Pavonia ferry down the said river, and below the wharves in Jersey City, with a view to dredging and removing said bank of mud, so as to afford greater protection to commerce; and that he report on the feasibility of making said improvement, and the probable cost thereof, to the House of Representatives;

I have respectfully to submit the following report upon the shoal off Jersey City.

### FIELD-WORK.

The operations in the field were commenced during the month of May, 1874, and continued during the summer season.

A trigonometrical survey from Bedloe's Island to Castle Point, Hoboken, connecting the shore-lines of the Hudson River, was extended over the limits of the present map. A base-line was measured south of the depot of the New Jersey Central Railroad Company. There was comparatively little topography developed, since the detail-maps of the water-fronts on file in this office offered all the material needed.

The hydrography embraces principally the shoal off Jersey City, and also four cross-sections of the Hudson River. The soundings were lo-



cated from instruments on shore, and were taken to a depth of 24 feet, with sounding-poles, while sounding-lines were used in sections exceeding four fathoms in depth.

Tides were observed at the following stations, viz :

1. Ordnance-wharf, Governor's Island.
2. Foot of Essex street, Jersey City.
3. Foot of South Seventh street, Jersey City.
4. Near the end of the pier foot of West Fourteenth street, New York City.

The course and velocities of both ebb and flood currents were observed at the maximum stage, between Bedloe's Island and Castle Point, extending from the Jersey City water-front to about mid-stream of the Hudson River. Loaded poles, reaching from the surface of the water to a depth of 18 feet, were used as floats.

#### OFFICE-WORK.

The field-notes were plotted on the scale  $\frac{1}{5000}$ . Where the average rise and fall of tides on the day of observation differed from the mean rise and fall, the observed velocities of tidal currents were reduced to those of mean tides, by applying a practical rule deduced for the Lower Hudson from the observations made by the parties engaged in gauging the river, under my direction, in the year 1871.

Of the annexed three charts, the larger map contains, in addition to the plot of the survey of 1874, the shore-line of 1767, and soundings of the years 1835, 1845, and 1855, compiled, for comparison's sake, from the United States Coast-Survey maps.

The two smaller charts show the set of the maximum currents, and the curves of equal velocity, at mean tide, for ebb and flood respectively.

#### RESULTS.

Comparing the collection of simultaneous observations at the four gauges, but a slight change in the magnitude of the tidal wave is found; mean rise and fall of tide at West Fourteenth street, New York City, ( $3\frac{1}{2}$  miles distant from Governor's Island,) being only 0.4 foot less than that at the latter place. There exists a comparatively greater difference in the corrected establishments of both places, high water being 20 minutes later at West Fourteenth street than at Governor's Island.

The occurrence of maximum discharge of the river takes place about 14 h. 19 m. after moon's transit; the swiftest flood-currents happen about 8 h. 22 m. after moon's southing.

During their maximum velocities flood and ebb currents run in nearly opposite directions throughout the examined area.

The ebb current is by far the strongest; it gradually diminishes in velocity on the Jersey side on its course from Castle Point to Bedloe's Island.

The annexed table shows the general deepening of the Hudson River since 1835, produced by the extension of the water-front.

Date.	Effective area in square yards.	Effective width in feet.	Maximum depth in feet at mean low water.	Average depth in feet at mean low water.
SECTION I.				
1835 .....			56.0 (?)	
1845 .....	18,840.1	5,580.0	48.2	30.4
1855 .....	15,610.4		53.0	34.0
1874 .....	17,942.6	4,070.0	64.1	39.6
SECTION II.				
1835 .....			52.0	
1845 .....	17,887.0	5,280.0	52.0	30.5
1855 .....	16,977.0		53.5	36.4
1874 .....	18,253.0	4,200.0	56.7	39.1
SECTION III.				
1835 .....			45.0	
1845 .....	17,388.0	5,625.0	49.0	27.5
1855 .....	16,197.3		55.5	34.2
1874 .....	18,900.6	4,258.0	58.7	39.9
SECTION IV.				
1835 .....			56.0	
1845 .....	14,463.5	3,666.0	59.0	35.5
1855 .....	15,975.4		66.0	47.5
1874 .....	18,216.3	3,026.0	73.1	54.2

By examining this table it will be seen that the average depth of the river has increased 9 feet in sections I and II, 12 feet in section III, and nearly 19 feet in section IV, (Castle Point to West Fourteenth street, New York City,) where the greatest injudicious contraction of the river has taken place.

The investigation of the plotted cross-sections on the hydrographic sheet demonstrates that the greatest scouring is done in the *thalweg* of the river, amounting to 17 feet in section IV. Notwithstanding the effect of considerable dredging done along the Jersey City shore, we find generally that the original depth of the river has decreased rather than increased, near the end of the piers.

## DREDGING IN 1874.

Cunard Line .....	\$26,812 20
Pennsylvania Central Railroad .....	30,000 00
Erie Railroad .....	20,944 00
Eagle Line .....	30,000 00
North German Lloyd .....	3,881 75
Hamburg-American Packet .....	6,000 00

How much of this dredging was devoted to the area of the slips, or what went to deepening beyond the heads of the piers, is not known. The 24-foot curve has remained in nearly the same position as in 1855, for the space between Pavonia ferry and the Cardiff piers; but thence in the direction of the Cunard piers and along the included portion of the front the 24-foot curve has moved out considerably. The causes of

the filling against and near the wharves of Jersey City seem to be the set of the currents below Castle Point toward the New York side, which is proved both by the current-charts and the deeper soundings which lie on that side.

The current-charts, also, show that the stronger currents of the ebb recede from the Jersey shore. A remarkable instance of this is exhibited opposite the Cunard piers. It is evident, hence, that a natural cause exists sufficient to account for a shoaling along the piers lying within the district under examination.

The Harbor-Commissioners' Report, of 1856 and 1857, on page 68, states:

On the Jersey side, opposite Long wharf, the river has also deepened, by some two feet, but a considerable deposit has been made south of Cunard dock and opposite to Canal dock.

I call attention, likewise, to the fact that the piers of the Eagle Line, the North-German Lloyd, the Baltic Lloyd, the Hamburg-American Packet, and other piers in their neighborhood, extend (unfavorably for the maintenance of a deep draught of water along the piers which lie below them) a considerable distance beyond the pier-line of 1856.

I call attention to a further proposed encroachment upon the channel, which will act unfavorably upon the whole pier-line below, which is exhibited upon the hydrographic chart as the line of the riparian commissioners of the State of New Jersey.

There being, as already shown, a natural tendency, owing to the slackening of the currents, to deposit on the New Jersey side, it is likewise believed, by some, that the amount so deposited has been increased by the artificial scour produced by the narrowing of the river at Castle Point and at other places.

The Harbor-Commissioners' Report, page 139, states:

Directly opposite Thirteenth street is Castle Point, in New Jersey—a high, rocky bluff, projecting for some distance into the river. The sectional area of the river at Jersey City is 20,000 square yards. At a short distance above Castle Point it is 20,400 square yards, while opposite to Thirteenth street it is reduced to 15,528 square yards.

The harbor-commissioners also notice the projection of certain piers near Thirteenth street, New York, beyond the line laid down by their report, and recommend the removal of these projections as soon as, from natural decay, they would otherwise have to be repaired.

The lines of that commission, which are laid down upon the chart, will explain this matter. By comparing the present cross-sections furnished in this report with each other, and with those given above from the Harbor-Commissioners' Report, it is quite probable that the sectional areas are nearly in proper relation, and that little further scour, unless from recent or future encroachments upon the New York and New Jersey shores, will be produced upon the bottom.

The sketch just made, of the condition of matters, suggests serious reflections as to the future of the channel of the Hudson between New York and New Jersey. The opposite shores, being under different governments, are not readily regulated upon any policy calculated for the general good. On the contrary, an encroachment from the one side may be too readily met by a corresponding one from the other; and, even if the general character of the river should not be altered for the worse, still, individual and vested interests, of a high order, may be sacrificed or injured.

Among others, the principal interests concerned in the preservation of deep water along the front are the Pennsylvania Railroad Company,  
H. Ex. 158—2

the Erie Railroad Company, the Cunard, the South Wales Atlantic Steamship Company, the North-German Lloyd, the Baltic Lloyd, the Hamburg-American Packet, and the Eagle Lines.

The White Star Line has removed to the New York side.

It seems to me highly proper that a superior authority should interfere to regulate definitely the lines upon both shores.

Entertaining no expectation whatever that dredging will insure a permanent benefit, and doubting whether such benefit will endure sufficiently long to compensate in any degree for the expense involved, I subjoin herewith an estimate for dredging the shoal to a depth of 25 feet from the neighborhood of Pavonia ferry to a short distance below the Cunard docks over an area of 223,500 square yards.

221,300 cubic yards, at 40 cents.....	\$88,528 00
Contingencies and engineering, 15 per cent. ....	13,279 20
	<hr/> 101,807 20

That section lying between Pavonia ferry and the piers of the Cardiff Line appears to be, from certain indications, not so hopeless of improvement by dredging as the other portion of the shoal. The probable cost of this dredging would be \$35,000. But it should be insisted that dock-owners keep the slips between the piers well dredged, else there will be a tendency for such deposit to press beyond the pier-head and shoal the space already dredged. This difficulty attaches to all dredging executed along the line of the piers.

I wish to express my obligations to Mr. Julius H. Striedinger, assistant engineer, for the valuable information which he compiled from the records of the survey and from various other sources, and for his general superintendence and direction of the surveys.

The surveying parties were under the charge of Messrs. Preuss and De Foresta, and the plotting was executed by Messrs. Maurer and Sylvester.

Respectfully submitted.

JOHN NEWTON,  
*Lieut. Col. Engrs., Bvt. Maj. Gen.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers*

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HARBOR OF BLACK RIVER, OHIO.

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LETTER

FROM



THE SECRETARY OF WAR,

RELATIVE TO

*The survey of the harbor of Black River, Ohio.*

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FEBRUARY 10, 1875.—Referred to the Committee on Commerce.  
FEBRUARY 13, 1875.—Ordered to be printed.

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WAR DEPARTMENT, *February 9, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, in compliance with resolution of the 3d instant, copy of report, dated the 1st instant, from Lieut. Col. C. E. Blunt, of the results of a recent survey of the harbor of Black River, Ohio; also letter of the Chief of Engineers submitting the same.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., February 8, 1875*

SIR: In obedience to the requirements of the following resolution of the House of Representatives of the 3d instant, referred to this Office for report, viz: "That the Secretary of War be requested to communicate to this House any additional report of survey of the harbor of Black River, Ohio, which may have been made to his Department, and any additional information which may be in his possession in regard to completion of work and improvements at that place," I beg leave to submit a copy of a report, dated 1st instant, from Lieut. Col. C. E. Blunt, Corps of Engineers, embodying results of a survey recently made by that officer under instructions from this Office.

I beg leave also to state that the extension of the piers at the harbor of Black River is progressing satisfactorily. The latest report from the offi-

cer in charge states that preparations were in progress for sinking four additional cribs.

The resolution of the House of Representatives is herewith respectfully returned.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,

*Brigadier-General and Chief of Engineers.*

Hon. W. W. BELKNAP,

*Secretary of War.*

UNITED STATES ENGINEER OFFICE,  
*Buffalo, N. Y., February 1, 1875.*

GENERAL: I have the honor to transmit herewith a tracing embodying results of a survey made under my direction at Black River, Ohio, in obedience to your instructions of the 30th December, 1874. The inclemency of the weather, and more especially the condition of the surface of the lake, which was covered with moving ice, prevented any examinations of the nature of the bottom, and only one line of soundings outside could be taken. Information had therefore to be obtained from persons at the place professing themselves acquainted. From them it was gathered that the bottom was hard, and the inference was drawn that there would be little or no settlement of any structure placed in the lake. This being the case, the cost of a breakwater of a given length and cross-section of the usual construction may be estimated within narrow limits.

Should Congress make appropriations to be expended in making increased harbor-room at Black River, the most practical plan would seem to be a breakwater, which will accordingly be found platted upon the tracing. The western arm of this work, 1,600 feet in length, is assumed to be in 30 feet of water; the eastern, 2,400 feet long, in water ranging from 30 to 24 feet in depth. The average distance of the work from the end of the present harbor-piers would be 2,000 feet, and the directions of the two arms are chosen with reference to furnishing shelter from the most dangerous and prevailing winds. The cost of a breakwater in the location thus shown I estimate as follows:

Western arm, 1,600 feet long, cross-section 38 by 38 feet=1,444 square feet, which, applying the rule of 20 cents per square foot of section, gives us \$288.80 per linear foot, or for this arm .....	\$462, 080 (0)
Eastern arm, 2,400 feet long; average cross-section, 1,234 square feet; or per running foot, \$246.80; total.....	592, 320 (0)
	<hr/> 1, 054, 400 (0)

or in round numbers, \$1,000,000. I have obtained no information relating to the present or prospective commerce or business of Black River which leads me to think that the estimate of my predecessor, Major Harwood, of \$10,000 for the entire and permanent completion of the improvement there, is not amply sufficient. Major Gillespie, who preceded Major Harwood in charge, estimated in 1873 that \$30,000 was then needed for permanent completion. Since then \$20,000 of this has been appropriated and is now being expended.

With regard to Black River as the location for a new harbor of refuge for Lake Erie, it seems to me that it is much too far to the west for general purposes. A glance at the sketch of Lake Erie, which I have placed upon the tracing, illustrates this.

The present harbor, in my opinion, affords ample room and shelter for  
all the vessels that are likely to take refuge there in any one gale.

Very respectfully, your obedient servant,

C. E. BLUNT,  
*Lieutenant-Colonel of Engineers.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers United States Army, Washington, D. C.*

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HARBOR OF SAINT JOSEPH, MICHIGAN.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The present condition of the harbor of Saint Joseph, Mich, and an estimate of the amount required for its improvement.*

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FEBRUARY 3, 1875.—Referred to the Committee on Commerce.

FEBRUARY 13, 1875.—Ordered to be printed.

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WAR DEPARTMENT, *February 1, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, in compliance with the requirements of House resolution of January 21, 1875, letter of the Chief of Engineers of the 30th ultimo, and copy of a report from Maj. S. M. Mansfield, Corps of Engineers, relative to the present condition of the harbor of Saint Joseph, Mich., and an estimate of the amount required for its improvement.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., January 30, 1875.*

SIR: The resolution of the House of Representatives of the 21st instant, "that the Secretary of War be, and he is hereby, requested to furnish this House with a report of the condition of Saint Joseph Harbor and River, and what appropriation, if any, is necessary in the interests of commerce to carry on and perfect the improvements at that point," referred to this Office from the War Department for report, is herewith respectfully returned. In compliance with its requirements I beg leave to submit herewith a copy of a report on the harbor of Saint Joseph, dated 23d instant, from Major Mansfield, Corps of Engineers, which will afford the desired information.

It will be seen that Major Mansfield refers to the obstruction to navigation caused by the bridge constructed over the harbor by the Chicago and Michigan Lake Shore Railroad Company in 1870, against which a protest was made at the time by the officer of engineers then

in charge of the harbor-improvement. Major Mausfield considers that some modification of the bridge is demanded in the interests of navigation, and proposes that the south draw be widened to double its present width, and that the north draw be dispensed with.

A modification in the present plan for the improvement of the harbor is also proposed, which appears to be judicious and which will probably produce the desired effect. It is simply to prolong the north pier 400 feet in a more southerly direction than heretofore, in order to conform to the actual course of the current of the river after it leaves the end of the present south pier. The estimated cost of this prolongation is \$42,127.11.

His views are concurred in by me.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,

*Brigadier-General and Chief of Engineers.*

Hon. W. W. BELKNAP,

*Secretary of War.*

SAINT JOSEPH HARBOR, MICHIGAN.

UNITED STATES ENGINEER'S OFFICE,

*Detroit, Mich., January 23, 1875.*

GENERAL: In reply to the following telegram, just received: "Send at once plan and estimate for the improvement of Saint Joseph River and Harbor, including such modifications of the bridge as may be essential for the free navigation of the river and free use of the harbor. John G. Parke," I forward herewith a tracing of Saint Joseph Harbor made in 1871, under the direction of my predecessor, Colonel Farquhar, upon which are placed, in blue ink, soundings made in June last, under my direction; while in red ink is indicated the plan of improvement of this harbor, which I now have the honor to submit with estimate.

When the railroad company were about to build the bridge across the harbor in the fall of 1870, an urgent protest was made by Colonel Farquhar against its construction in its present locality, as is shown by his correspondence with the Engineer Department in September and December, 1870.

The reports made from time to time by the officers in charge show this harbor to be an excellent harbor of refuge, and urge its preservation as such, and recommend further improvements. It is presumed that the several appropriations have been made on these representations. Since the construction of the bridge no appropriations have been asked, save what has been thought necessary to preserve from destruction existing works. From an inspection of the map no argument is needed to show that the bridge is a great injury to the harbor, and a serious obstruction to the navigation of the river.

The present condition of the harbor is hardly shown by the survey of June. Plenty of deep water is found between the bridge and the end of the piers, (from 12 to 20 feet.) Outside, and to the north, the sands have accumulated under the influence of the northwest gales of the fall, to such an extent as to carry the north shore-line out 74 feet, (November 10, when the examination was made,) and to leave scarcely water enough to the end of the pier and some distance beyond "to float a skiff," while a bar from the end of the pier lies directly across the harbor's mouth

with but little more water. Outside, and parallel, appears another bar coming down from the north, and less than a thousand feet beyond the head of the pier. The channel turns a right angle around the end of the south pier, and deep water is found in toward the shore-line south.

#### PLAN OF IMPROVEMENT.

The trouble appears to be the accumulation of sands to the north brought down by the prevailing northwest storms. The direction of the piers is north  $57\frac{1}{2}^{\circ}$  west. The current of the river is quite strong, but evidently not sufficient under the present arrangement of the piers to have much effect on the bar; certainly not enough to preserve navigation. Two plans for the improvement of the harbor are suggested: One to extend the piers in their present directions to 15 feet water; this will involve the construction of two piers, each 1,000 feet long, at an expense of \$200,000. The other contemplates an extension of the piers, but in a changed direction.

Colonel Farquhar says, in report of the Chief of Engineers, 1869: "The present direction of the piers is wrong, as is fully shown by experience. The natural direction of the current of the river, after leaving the end of the present south pier, under the various forces acting on it, is in the direction I would propose for any new improvement of this harbor. I am fully sustained in my views by Colonel Wheeler, my predecessor in charge of the improvement of this harbor."

Inasmuch as the south pier has been built out 416 feet in the original direction since the above recommendation was made, some valid objection to a change of direction must have existed, of which I am ignorant; possibly the very unequal length of the piers and the smallness of the appropriations were the governing reasons. At all events, the relative lengths of piers at present are much more favorable for making the change. I recommend that the north pier be extended 400 feet in a direction north  $78^{\circ}$  west, as I have drawn it in the tracing. I think this is all that will be needed for some time to come, and the estimate therefor is brought within reasonable bounds.

By this plan deep water of the lake is much sooner reached. The sands forming the bars are rolled along the shoal from the north and overlap the pier; its extension is therefore necessary to dam back these sands, a condition in either plan of improvement; but its changed direction, causing an increased current of the river at the point required, will have the effect to force at once into deep water all sand that may come around the pier-head. This portion of the pier, likewise, will be a breakwater against the storm-waves, which will not be propagated (as now) directly into the harbor, and comparatively smooth water will be met as soon as the pier-head is rounded, while entrance will be made much more easily. The pier-heads will then be on a line about northwest, and the harbor thoroughly covered from the worst storms.

*Estimate for one crib 50 by 30 by  $22\frac{1}{2}$  feet, for 16 feet water.*

7,203 cubic feet pine timber, at 23 cents per foot .....	\$2, 018 24
10,764 pounds drift-bolts, at 5 cents per pound .....	530 20
185 cords stone, at \$11 per cord .....	2, 035 00
15 cords brush, at \$3 per cord .....	45 00
<b>Total .....</b>	<b>4, 637 44</b>

*For outer crib.*

1,003 pounds screw-bolts, at 6 cents per pound .....	\$60 18	
2 oak sticks, 45 feet, at 40 cents per foot .....	18 00	
		\$78 18
400 feet pier, 8 cribs, at \$4,637.44 .....		37,099 52
Dredging foundation, 4,000 yards, at 30 cents .....		1,200 00
		38,377 70
Contingencies, 10 per cent .....		3,837 77
Total .....		42,215 47

As regards the obstruction of the harbor by the bridge, the adoption of the above plan of improvement will lessen it very much, it would seem, as the north pier will break the force of the waves, which now run unobstructed into the channel.

For the benefit of the navigation of the river, some modification of the bridge is certainly demanded. The bridge is a low one, built on pile piers, having two draws of only 60 feet in the clear—one spanning the south (and really only available) channel, the other the north channel. Between these two portions of deep water, above the bridge, exists what is called the middle ground. Near to and west of the mouth of the Paw-Paw River it is contemplated by the local authorities to build a small wing-dam from the shore, and deflect all the water across the east end of this middle ground, and have a good channel with plenty of water from Benton Harbor to Lake Michigan. The modification of the bridge then essential to the free navigation of the river and free use of the harbor, would be the widening of the south draw to about double its present dimensions, when the north draw may be dispensed with.

Very respectfully, your obedient servant,

S. M. MANSFIELD,

*Major of Engineers, Bvt. Lieut. Col., U. S. A.*

Brig. Gen. A. A. HUMPHREYS,

*Chief of Engineers U. S. A., Washington, D. C.*

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SABINE PASS, TEXAS.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The improvement of the navigation of the harbor and bar of Sabine Pass,  
Texas.*

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FEBRUARY 10, 1875.—Referred to the Committee on Commerce.

FEBRUARY 13, 1875.—Ordered to be printed.

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WAR DEPARTMENT, *February 9, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Commerce, in reply to letter of said committee of the 18th ultimo, report of Captain C. H. Howell, Corps of Engineers, in relation to the improvement of the navigation of the harbor and bar of Sabine Pass, Texas; also, letter of the Chief of Engineers submitting the same.

The views of Captain Howell seem to be judicious, and are approved.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., February 9, 1875.*

SIR: The letter of the chairman of the Committee on Commerce of the House of Representatives of January 18, transmitting a copy of H. R. bill No. 2402, "to appropriate money for the improvement of the navigation of the harbor and bar of Sabine Pass, Texas," referred to this Office for report, was transmitted to Capt. C. W. Howell, the officer of the Corps of Engineers having charge of river and harbor works in that vicinity. The report of Captain Howell has just been received, a copy of which is herewith submitted, and attention respectfully invited to his views thereon.

The plan of improvement prepared by him seems to be judicious.

The letter of the chairman of the committee and copy of the bill are returned herewith.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brigadier-General and Chief of Engineers.*

HON. W. W. BELKNAP,  
*Secretary of War.*

UNITED STATES ENGINEER OFFICE,  
New Orleans, La., February 4, 1875.

GENERAL: In obedience to directions given in Engineer Department letter of January 20, 1875, and telegram of January 23, to submit report on and estimate "for the improvement of the navigation of the harbor and bar of Sabine Pass, Texas," I have the honor to transmit the following, also to return herewith the inclosure received with letter of January 20, and the tracing of survey of Sabine Pass Bar, made under my direction in 1872, and recently sent me from the Engineer Department.

SABINE HARBOR.

That portion of Sabine Pass lying between Louisiana Point and its entrance and Sabine City at its head, a length of about four miles, and including the greater portion of the harbor, has never, so far as I can learn, been covered by hydrographic survey. I have no means for making such survey now, and since, besides, this report is called for at once, I am unable to estimate for harbor improvement or present more than a general idea of the condition of the harbor.

By reference to a chart of "Blue Buck Point and west end of Sabine Pass," made under my direction in 1872, which is on file in the Engineer Department, and which covers the upper end of Sabine Pass Harbor, opposite Sabine City, it will be seen that this portion of the harbor has a depth of from 20 to 27 feet, with a width of about 700 feet.

The bottom is soft mud. The distance of the 20-foot curve from the Sabine City shore-line is about 700 feet. The width of harbor between 15-foot curves is about 1,200 feet. On the chart returned herewith there is shown in the pass opposite the light-house a narrow, crooked channel of 20 feet depth.

Between the portions of the pass shown on the two charts named there is represented to be a tortuous channel of a depth I have not been able to ascertain, the pass being greatly obstructed by oyster reefs.

For better information in regard to this, the Chief of Engineers is respectfully referred to the sketch (probably on file in the Department which accompanied a report to the Chief of Engineers by Lieut. Henry L. Smith, Corps of Engineers, February 15, 1853, and to be found in Document 1, Senate, 1st session Thirty-third Congress, vol. 2, 1853-54.

The following is a copy of that portion of this report relative to Sabine Harbor:

When I had ascertained that the desired improvement of the harbor consisted in the opening of a new and more direct channel, I made such surveys as were requisite to enable me to estimate the cost of such a work. The old channel is crooked and cannot be navigated by a stranger.

Vessels coming into harbor with a northeast wind, if bound up to the city, are detained until a change, as it is impossible to get through the narrow reach when the wind is ahead and the current is strong.

With the proposed new channel opened, it will only be necessary to follow the shore as a guide up to Sabine City, and the same wind which will permit the entrance of the harbor will carry a vessel to the wharf.

The sketch sent herewith will convey a good idea of the old channel and of the new one proposed.

In making this improvement, it would be necessary to remove about 25,000 cubic yards of clay, sand, and shells intermixed. The new channel would be cut 9 feet deep. The cost may be estimated as follows:

The half cost of a dredging-machine complete, (the other half being charged to deepening the bar at the mouth of the river)	\$4,000
Cost of working the machine two months	1,000
Clerk-hire, stationery, traveling-expenses, &c.	500

Total cost of improvement of the harbor ..... 5,500

The dredging-machine would remain in the hands of the Government, to be applied to service elsewhere.

It is felt by those interested in Sabine Harbor, and by those navigating the portion of the Gulf of Mexico in its vicinity, to be of the greatest importance to have a light-house establishment on what is called "Louisiana Point," or at some other site which may be selected at the mouth of the harbor. I assured all who urged this matter that their claim would be thoroughly considered by the intelligent officer having the superintendence of this light-house district and by the Light-House Board.

Although the charts represent the bar as having but a little over 5 feet at low water, yet, on account of the softness of the mud, a steamship can readily pass drawing 10 feet. In case of a southeast blow, it would be safe to venture over with a draught of 10 feet. It is asserted that a vessel drawing 12 feet of water has crossed the bar in a blow.

Vessels loading for this port may depend upon having but little, if any, detention. An unfavorable state of the wind might reduce the depth of the water, but with such a wind a vessel could hardly enter against the current, even if there was sufficient water on the bar.

Nothing seems necessary to be done to improve the bar at the entrance of this harbor.

#### BAR AT ENTRANCE TO PASS—GENERAL CONSIDERATIONS.

Sabine Pass enters the Gulf on a portion of the coast peculiar in this respect. The shore is of a marshy alluvion, with occasional portions habitable and cultivated, and it is not covered in front by a chain of sand islands, such as is found elsewhere along the Gulf Coast. This alluvial shore-line commences about ten miles west of Sabine Pass, and extends eastward about one hundred and eighty miles to Last Island.

The eastern half of this line is covered by shoals, of which Ship Shoal and Trinity Shoal are the most important.

These appear to have measurably protected the coast for a short distance west of Sabine Pass (so far as prevailing winds are concerned) from that wave-action caused by winds, which, by assorting the material of the sea-bottom and driving the most easily moved on shore, builds up sandy beaches, and also sand-bars, at the entrances to rivers, bays, and harbors.

That this is so will appear from the inclosed outline-tracing, taken from the United States Coast-Survey chart of 1863.

It will be further observed that the curves of equal depth out to 12 fathoms from Trinity Shoal to San Luis Pass, and especially in front of Sabine Pass, are greatly thrust out from the shore-line.

Referring to my next report, of February 11, 1874, it will be found stated, in regard to the blue-clay stratum underlying the whole Gulf-coast formation west of the Florida Reefs, that this stratum outcrops at Sabine Pass and at the mouth of the Brazos River, and that, probably, Galveston entrance is about over a synclinal axis of this stable formation. The evidence given by the curves of equal depth, shown on the outline-tracing, naturally leads to the inference that a spur of this formation, with its axis near Calcasieu Pass, extends some distance into the Gulf, and, besides causing the deflection of the curves shown, has aided materially in preventing sand-deposits on the coast about Sabine and Calcasieu Passes and on the bars at their entrances.

These facts and suppositions, taken with the following statement of the character of the Sabine Pass Bar, have a bearing on the plan of improvement suggested that must be evident.

#### THE BAR.

The bar is but little protruded beyond the general direction of the shore-line. This indicates but little addition from deposit, as might

also be inferred from the fact that the rivers discharging through the pass first discharge into the large settling-basin afforded by Sabine Lake. There is no evidence that the channel across the bar has ever shifted, shoaled, or deepened. It averages about 1,500 yards in width for a depth at mean low-tide of from 6 to  $6\frac{1}{2}$  feet, shoals quite uniformly toward the sides, and deepens in the same way from the crest of the bar outward. The bottom is soft mud, but to the westward there are several patches of hard sand, probably brought in by westerly storms from the front of Bolivar Peninsula.

The ebb-tide current, observed in 16 feet water on the inner slope of the bar, had a velocity of  $3\frac{1}{10}$  feet per second, while that on the crest had but a velocity of  $\frac{3}{10}$  feet per second. The direction of this current was slightly to the west of the axis of the channel.

All things considered, the following appears to be the best

#### PLAN FOR IMPROVEMENT,

Namely: To dredge a channel across the bar, on the line marked on chart in red, 150 feet wide at bottom, of the depth desired, and with side-slopes of 1 on 2, the material excavated to be carried off to the westward a distance of at least half a mile and dumped in from 6 to 15 feet depths, so as to form a ridge, to cut off sand that may drift from that direction toward the excavation.

It is thought that this channel may fill so slowly from material washed in from its eastern side as to only make occasional dredging necessary to maintain it.

If a channel be once made, a few years' experience will show whether or no it may be necessary to give it protection at points on its sides.

For the execution of this plan the following estimates are submitted:

For a channel 12 feet deep, 291,713 cubic yards excavation, at 30 cents per cubic yard.....	\$87,513 90
For a channel 15 feet deep, 489,087.66 cubic yards excavation, at 30 cents per cubic yard.....	146,726 30
For a channel 20 feet deep, 1,084,214.66 cubic yards excavation, at 30 cents per cubic yards.....	325,264 40

Add to each 20 per cent. for contingencies, makes, in round numbers :

For a channel 12 feet deep.....	\$105,036 00
For a channel 15 feet deep.....	176,071 00
For a channel 20 feet deep.....	390,317 00

	Miles.	Fath.
Length of 12-foot channel .....	2	2.00
Length of 15-foot channel .....	2	4.00
Length of 20-foot channel .....	4	2.00

Probable time required to complete the work, under the following assumptions:

First, that appropriation is made so as to make the work continuous; second, that three Morris & Cummings dredges are employed, with a sufficient number of dump-flats and tug-boats to enable each dredge to work up to 2,000 cubic yards each working-day of ten hours; third, allowing one-half time lost on account of repair, stormy weather, and Sundays—

For 20-foot channel, 360 days.

For 15-foot channel, 163 days.

For 12-foot channel, 48 days.

The cost of maintenance of channel can only be ascertained from experience on the work.



The work is located in the collection-district of Galveston, and the nearest light-house is at the entrance of Sabine Pass.

The commercial importance of the proposed work depends entirely on railroads projected to terminate at Sabine City. The present trade of the pass does not demand an improved channel across the bar.

Very respectfully, your obedient servant,

C. W. HOWELL,  
*Captain of Engineers, U. S. A.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers U. S. A.*

H. Ex. 161—2

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NEW HAVEN HARBOR.

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L E T T E R

FROM

T H E S E C R E T A R Y O F W A R ,

RELATIVE TO

*The widening and deepening of the main channel of New Haven Harbor,  
Connecticut.*

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FEBRUARY 10, 1875.—Referred to the Committee on Commerce.

FEBRUARY 13, 1875.—Ordered to be printed.

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WAR DEPARTMENT, *February 9, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, in compliance with resolution of the 21st ultimo, report of the Chief of Engineers and copy of report from Maj. J. W. Barlow, as to the expediency of widening and deepening the main channel of New Haven Harbor, Connecticut.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., February 9, 1875.*

SIR: In answer to the resolution of the House of Representatives of January 21, 1875, asking "for a report, from surveys already made, in regard to the expediency of widening and deepening the main channel of New Haven Harbor, Connecticut, to a depth not exceeding 20 feet; and also the expediency and estimate of expense of a breakwater between the eastern shore of the entrance of said harbor and Southwest Ledge, so called, or such part of said distance as may be found most expedient or necessary for the protection of said harbor," I have the honor to submit a copy of a report from Maj. J. W. Barlow, Corps of Engineers, in charge of the improvement of the harbor, to whom this resolution was transmitted from this Office, with instructions to reply thereto.

The officer formerly in charge of the improvement of this harbor, Major Warren, recommended a channel of at least 200 feet width and 14 feet depth at low water, up to the wharves, as requisite to meet the wants of the commerce of New Haven. The present dredged channel above Fort Hale averages but 110 feet width and 13 feet depth. To widen it to 200

feet, retaining the depth of 13 feet, would cost about \$10,000, and is represented as being of immediate importance, and whatever action may be taken upon the project of making a 20-foot channel, this at least should be done.

As regards the expediency of dredging a channel of 20 feet depth below Fort Hale, owing to the excessively soft nature of the material of this bar, further experience as to the duration of the channel recently dredged is deemed desirable before recommending an increase of the depth obtained, an average of 15 feet.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brigadier-General and Chief of Engineers.*

Hon. W. W. BELKNAP,  
*Secretary of War.*

#### IMPROVING NEW HAVEN HARBOR, CONNECTICUT.

ENGINEER OFFICE, UNITED STATES ARMY,  
*New London, Conn., January 27, 1875.*

#### WIDENING THE MAIN CHANNEL AND DREDGING IT TO A DEPTH NOT EXCEEDING TWENTY FEET.

The commercial importance of this improvement being clearly and comprehensively set forth in the memorial to the members of Congress from the State of Connecticut, presented jointly by the harbor-commissioners and a committee of the Board of Trade of New Haven, nothing further in that regard seems pertinent. It might be said, however, that there exists a reasonable probability that the cost of the contemplated improvements will soon be returned to the Government in revenue, this result having almost invariably followed a liberal expenditure for increased harbor facilities.

The advantages of this improvement to the shipping interest are manifest; for with a nearly straight channel 400 feet wide, and 20 feet deep at mean low water, almost all classes of ocean-vessels could reach the docks without lowering sail; or should wind and tide both be unfavorable, the proposed breakwater would afford a secure anchorage until, taking advantage of the turn of the tide, they would be able to make their way up without assistance.

From previous surveys and reports, the character of the material to be removed is well known, being, in the upper part of the harbor above Fort Hale, a rather compact mud; only a small area near the steamboat dock contains some sand and shell. A channel having been once cut through this part of the harbor, little apprehension need be felt of its again becoming filled.

The material comprising the bar below Fort Hale is not so well adapted to the maintenance of a permanent channel, being a soft silt spread out over a large area, rendering probable a subsidence of the adjoining banks, for a considerable distance on either side, an occurrence which will tend to lessen the depth of any channel that may be cut through it. It would therefore be expedient to make the channel much wider and deeper than it is expected to remain. Two or perhaps three feet additional depth should be given, and from 150 to 200 feet additional width. Hence, for a navigable channel 400 feet wide and 20 feet deep, the cutting on this bar should be made 600 feet in width and 22 feet in depth.

*Estimate for enlarging the main channel of New Haven Harbor.*

	Bar below Fort Hale.	Above Fort Hale.	Total.
Length of cut .....	9,010 feet.	10,990 feet.	20,000 feet.
Width of cut .....	600 feet.	400 feet.	.....
Depth sought .....	20 feet.	20 feet.	20 feet.
Depth dredged to .....	32 feet.	20 feet.	.....
Average cross-section .....	4,632½ sq. ft.	3,031½ sq. ft.	.....
Cubic yards to be removed .....	1,542,600	1,234,000	2,776,600
Cost at 15 cents per yard .....	\$231,390	\$185,100	\$416,490

To make a channel of the same dimensions, and 18 feet deep at mean low water, would require the removal of 1,846,600 cubic yards, at 15 cents, \$276,990.

To make a channel 300 feet wide above Fort Hale, and 450 to 500 feet wide on the bar below, 20 feet available depth, would require the removal of 2,199,500 cubic yards, at 15 cents, \$329,925.

A channel of the same dimensions as the last, and 18 feet available depth, would require the removal of 1,392,600 cubic yards, at 15 cents, \$208,890.

The total length of dredging in an 18-foot channel would be 16,500 feet, 3,500 feet less than that of the 20-foot channel.

The estimated cost of dredging per yard, 15 cents, including superintendence, &c., is based upon the current prices for the past year, which have been unusually low.

In view of the difficulties to be expected in making permanent the channel across the bar below Fort Hale, as well as the present needs of the shipping interests of New Haven, I respectfully commend to your consideration the smaller estimates for channels of less capacity. From present information, it is impossible to say to what depth dredging can be carried in the upper harbor without encountering a harder material than mud. Though apprehending no probable trouble, the chances must increase with every increase of depth. It should be remembered that the mean rise of tide in this harbor is about 6 feet, which would make the 18-foot channel available at very high tide for vessels drawing 24 feet.

#### ESTIMATES FOR A BREAKWATER BETWEEN THE EASTERN SHORE OF THE ENTRANCE TO NEW HAVEN HARBOR AND SOUTHWEST LEDGE.

The construction of a breakwater at the entrance to New Haven Harbor is recommended upon the following grounds:

1st. As a harbor of refuge, it would be of great value to the navigation of Long Island Sound, affording easy access, perfect security, and sufficient depth of water for all classes of vessels needing its shelter.

2d. Vessels from abroad, arriving at the port of New Haven, would also be greatly benefited, as secure anchorage would be afforded while waiting for pilots, for a change of wind or tide, or for assistance from lighters or steam-tugs in crossing the bar.

3d. In the latter connection, the breakwater would be especially advantageous, should it be found impracticable from any cause to enlarge the channel to the extent desired.

#### LOCATION OF THE BREAKWATER.

Without further examination, I do not feel justified in recommending any special location, there being three lines which are deemed worthy of consideration—

1. That indicated in the [resolution, and terminating at Southwest Ledge.

2. A line running nearly east and west, its middle point resting upon Adam's Fall Rock, about one-half mile north of Southwest Ledge.

3. A line four hundred yards farther north, running nearly west from Five-Mile Point.

Each position has advantages, and, before a definite location is decided upon, an examination should be made with a view to determining these more exactly. Should the first position be selected, its terminus would be the new light-house on Southwest Ledge. Its location, near the sound channel, would be most convenient for a harbor of refuge. This position, however, would afford less protection from southwest winds than either of the others. The line at Adam's Fall Rock would protect an equally good anchorage-ground at less expense, while the least costly would be that from Five-Mile Point.

The following estimates for breakwaters in each of the above positions are based upon a trapezoidal cross-section, the sides having a slope of 1 on 1, the wall extending to 4 feet above mean high water level, and having a top width at the outer two positions of 6 feet, at the inner position of 4 feet.

*Estimates.*

	First position.		Second position.	Third position.
	Southwest Ledge to shore.	Southwest Ledge to Quixes Ledge.		
Length of wall.....yards..	1,600	1,100	900	-
Average height.....feet..	25 1-5	22	27	-
Top width.....do.....	6	6	6	-
Average cross-section.....square yards..	87½	106	99	-
Volume.....cubic yards..	139,600	116,600	89,100	-
Cost, at \$3.33½ per yard.....	\$465,333	\$388,667	\$297,000	-

\* Two feet allowed for settling.

Reference to the map of New Haven Harbor will show that the third position is much less exposed than the other two, and a top width of 4 feet seems sufficient. With a less width, the wall would be liable to suffer damage from floating ice.

I am, general, very respectfully, your obedient servant,

J. W. BARLOW,

*Major of Engineers, U. S. A.*

Brig. Gen. A. A. HUMPHREYS,

*Chief of Engineers U. S. A.*

MEMORIAL.

NEW HAVEN, CONN., December 15, 1871

GENTLEMEN : The undersigned harbor commissioners, appointed by the government of the State of Connecticut in accordance with a special law, to have in their charge the interests of the harbor of New Haven, and a committee appointed by the Chamber of Commerce of the city of New Haven at its last meeting for the purpose of this memorial, respectfully call your attention to the growing importance of the harbor of New Haven as a commercial port, and ask that you will take such measures as may be in your power to procure appropriations by Congress by deepening the main ship-channel of the harbor to 20 feet, and for constructing a breakwater from the light-house to Southwest Ledge.

New Haven Harbor occupies a geographical position important to the commercial interests of a wide extent of country. It is the distributing-point of an extensive coastwise commerce, while at the same time it has an increasing foreign trade, limited even now only by the depth of the channel. An increase in the depth of the water would enable manufacturers throughout an extended inland region to import raw materials and export their manufactured products direct through this port, instead of being, as they are now, subjected to the expense and delay of importation and exportation through New York City.

Initiatory steps have already been taken to connect this port by more direct railroad-routes with the mineral and agricultural districts of the West, which, when consummated, will afford a transportation-route to the seaboard shorter than that through New York by at least forty miles; and the improvements of the harbor contemplated will afford facilities for an ocean commerce through the eastern entrance to Long Island Sound, which will be safer, shorter, and more available than any route to the westward. The advantages in geographical and commercial position of New Haven Harbor for both inland and ocean transportation are thus manifest. It needs but the temporary aid of the Government to place it in this advantageous position.

It is not alone the city of New Haven and the State of Connecticut that are to be benefited, but the interests of a large inland region extending indefinitely to the westward. It is hardly necessary to urge the importance of improving the minor harbors of the coast on more general considerations, because it must appear obvious that commercial interests are best fostered and enlarged by improving every commercial port to the extent of its capacity or capability, and thus preventing the concentration of facilities in a few great centers. Where commerce is in such way restricted, port-charges become exorbitant and onerous, competition is lessened, and unnecessary pecuniary burdens imposed, directly or indirectly, on all classes.

The work necessary for deepening the channel will consist only of dredging in soft bottom to secure a depth of 20 feet, where there is now 14, involving no doubtful problems of engineering and no extraordinary expense.

The breakwater contemplated will add greatly to the value of the harbor as a harbor of refuge, while it will increase the security of commerce.

The consummation of these improvements would lead at once to the extension of the railroad-routes to the West, and coal-oil, grain, and other products would flow through these routes to the seaboard.

By carrying out such projects there seems no reason why Connecticut should not take an important rank in connection with foreign trade and commerce.

It is hardly considered speculative now to affirm the belief that before many years nearly all the commerce of New York will pass through Long Island Sound, a theory which at least gives great weight to the value of the eastern entrance to the sound in comparison to that by way of Sandy Hook, and gives, also, increased importance to the harbors of Connecticut situated on the Sound.

Yours, very respectfully,

JAMES E. ENGLISH,  
HENRY TROWBRIDGE,  
EDWARD A. MITCHELL,  
EDWIN S. WHEELER,  
W. P. TROWBRIDGE,  
D. W. WAGNER,  
*Harbor Commissioners.*

THOS. R. TROWBRIDGE,  
CHAS. H. TOWNSEND,  
CHAS. PETERSON,  
*Committee Chamber of Commerce.*

The undersigned, a special committee appointed by the common council of the city of New Haven, on harbor improvements.

HENRY G. LEWIS,  
DEXTER B. WRIGHT,  
JOHNSON T. PLATT,  
*Committee.*

To the Hon. J. R. HAWLEY, Hon. S. W. KELLOGG, Hon. H. H. STARKWEATHER, and Hon. W. H. BARNUM, members of Congress from Connecticut.

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WAR DEPARTMENT, February 13, 1875.

The Secretary of War has the honor to transmit to the House of Representatives copy of communication, with inclosures, from Maj. J. W.

Barlow, Corps of Engineers, in further reply to the resolution of the House of the 21st ultimo, relative to the expediency of increasing facilities of commerce in New Haven Harbor.

Previous report on this resolution submitted to the House on the 9th instant.

WM. W. BELKNAP,  
*Secretary of War.*

OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., February 13, 1875.*

SIR: In further reply to the resolution of the House of Representatives of January 21, 1875, in relation to the expediency of increasing the facilities of commerce in New Haven Harbor, I beg leave herewith to transmit a copy of a communication, with inclosures, from Maj. John W. Barlow, Corps of Engineers, received at this Office since the transmission of my letter of the 9th instant.

It appears from this that the proposed width of 200 feet for the channel above Long Wharf is deemed too small, and that an increase of width to 400 feet is represented as of great convenience and of immediate importance.

The cost of carrying a 400-foot channel from Long Wharf to Tomlinson's bridge, with 13 feet depth at low tide, is estimated by Major Barlow at \$35,000.

By direction of Brigadier-General Humphreys, and in his absence.

Very respectfully, your obedient servant,

JOHN G. PARKE,  
*Major of Engineers.*

Hon. W. W. BELKNAP,  
*Secretary of War.*

ENGINEER OFFICE, UNITED STATES ARMY,  
*New London, Conn., February 9, 1875.*

GENERAL: I respectfully beg leave to state further on the subject of my telegram of yesterday, as follows:

The original plan of dredging in New Haven Harbor called for a depth of 14 feet; this was afterward modified so that the dredging in 1871 was to a depth of but 13. A 13-foot channel, 200 feet wide, already exists as far up as Long wharf; from Long wharf to the New York and New Haven Railroad dock, with the same depth, the channel is 110 feet wide; above this dock the General Government has done no work; but a small area has been dredged by the steamboat company in and near the berth of their boats.

To make the 13-foot channel 200 feet wide up to Tomlinson's bridge, where deep water now exists, would require the removal of 45,370 cubic yards, at 20 cents per yard, amounting to (including supervision and contingencies) \$10,000. If the channel be only carried up to the railroad dock the cost would be about \$7,000.

It would be a matter of great convenience to vessels waiting for opportunity to unload to have the channel widened between Long wharf and the steamboat docks.

This could be done as a part of the new project; and to increase the width of the channel there to 400 feet, the depth still being 13 feet,



would require about \$25,000 additional to the estimates for a width of 200 feet; but as this would carry the channel to within 300 feet of deep water below Tomlinson's bridge, it would be desirable to extend the cutting and make the channel continuous to the bridge. This would require an additional excavation of 13,000 cubic yards.

This improvement is recommended for immediate execution, and the depth being to but 13 feet, will leave 5 to 7 feet for subsequent removal, should the new project for deepening the entire channel to 18 or 20 feet be carried out.

The total expense, then, of carrying a 400-foot channel from Long wharf to the bridge, with 13 feet of water, would amount to about \$35,000, which sum could be profitably expended during the ensuing season.

I am, general, very respectfully, your obedient servant,

J. W. BARLOW,  
*Major of Engineers, U. S. A.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers U. S. A.*

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#### IMPROVEMENT OF NEW HAVEN HARBOR, CONNECTICUT.

ENGINEER OFFICE, UNITED STATES ARMY,  
*New London, Conn., February 8, 1875.*

GENERAL: The inclosed letter, written by Mr. W. P. Trowbridge to Hon. Henry G. Lewis, mayor of New Haven, has just been received, and is herewith respectfully transmitted, with a request that it be filed with the papers relating to the improvement of New Haven Harbor which were forwarded with my letter of the 6th instant.

This letter is specially worthy of consideration, inasmuch as the writer should be largely qualified to investigate the questions at issue, from his long residence in New Haven, his connection with its harbor-commission, and his former study and experience upon works of this character, while an officer of the Engineer Corps. His views with respect to the importance and economy of the project are concurred in.

These were discussed somewhat in detail in my report of the 27th ultimo.

I beg to mention that my letter to Mayor Lewis, asking for statistics, &c., with reference to New Haven, should have accompanied the papers sent to the Department on the 6th instant. A copy is now respectfully forwarded.

I am, general, very respectfully, your obedient servant,

J. W. BARLOW,  
*Major of Engineers.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers U. S. A.*

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#### COMMERCIAL STATISTICS.

ENGINEER OFFICE, UNITED STATES ARMY,  
*New London, Conn., January 23, 1875.*

SIR: In view of a probable request from the Chief of Engineers for a report on the expediency of improving the harbor of New Haven, I have the honor to ask from you such statistics as may be in your possession regarding the amount of commerce which would be benefited by the contemplated improvements.

The number and tonnage of vessels which have entered New Haven Harbor the past year, or for a number of previous years, the probable increase in the same, were necessary facilities offered for entering, would be valuable points of information in their bearing upon the desirability of increasing the width and depth of the present channel, while the probable amount of shipping that would take advantage of its protection, were the proposed breakwater constructed, would be desirable in that connection. Any other information relating to either of these points, which you deem important enough to send, would undoubtedly be valuable.

I am, sir, very respectfully, your obedient servant,

J. W. BARLOW.

*Major of Engineers, U. S. A.*

His honor the MAYOR OF NEW HAVEN, CONN.

NEW HAVEN, CONN., *February 5, 1855.*

DEAR SIR: During the three years that I have been a member of the harbor-commission of New Haven Harbor, I have had very good opportunities of studying the various questions of engineering and commerce connected with the improvement of the harbor, and am convinced that the general interests of commerce may be greatly advanced by judicious expenditures in deepening the channel and constructing a breakwater from the Light-House Point to Southwest Ledge.

The work of deepening the channel will require only the use of the dredge, and the breakwater may be of the most simple character, merely rocks thrown into the water.

The expenditures for both these will, I feel confident be returned to the country in a very short time, in the reduction of shipping expenses, the advancement of shipping interests, and the establishment of new lines of inland commerce at reduced cost of transportation resulting from a largely increased foreign and coastwise trade. Of the secondary harbors of the Atlantic coast, I do not know of one which presents so remarkable inducements to a wise expenditure for its improvements as are found here.

The commercial rank of a nation depends greatly upon the number and excellence of its harbors, and that of New Haven may readily be made of more than secondary importance.

It is impossible, moreover, for a people to attain the most favorable conditions of economy in the transportation of goods to and from the seaboard, unless they utilize those points of entry which give the shortest routes for such transportation. In this respect I believe the advantages of New Haven Harbor have been overlooked, and I have no doubt, that if the improvements contemplated are carried out, the commerce of the port may be quadrupled in ten years.

It is an admitted principle that the values of harbors on the sea-coast are proportioned to the cube of the depths of their channels of entrance, a principle which if applied here will give nearly the increase which I have mentioned, although that estimate is based on other and more general considerations.

The facilities for unloading and loading vessels can be made to keep pace with any rate of increase of commerce, because the inner harbor consists of natural basins which with a little care and improvement may be converted into docks, corresponding to those which in some of the commercial ports of Europe are entirely artificial and have been constructed only by the expenditure of millions of dollars.

Yours, very truly,

W. P. TROWBRIDGE

Hon. H. G. LEWIS,

*Mayor of the City of New Haven.*

#### IMPROVEMENT OF NEW HAVEN HARBOR, CONNECTICUT.

ENGINEER OFFICE, UNITED STATES ARMY,

*New London, Conn., February 6, 1855.*

GENERAL: To be appended to my report upon New Haven Harbor sent to the Department with letter of the 26th ultimo, I have the honor to transmit herewith the accompanying documents, being copies of papers received from the Hon. Henry C. Lewis, mayor of New Haven and containing statistics relating to the commerce of that harbor.

Following is a list of papers inclosed:

1. Letter from Mayor Lewis, dated 5th instant.
2. Letter from Capt. Chas. H. Townsend.
3. Letter from E. Pendleton, deputy collector.
4. Letter from P. P. Avery, ship-chandler.

5. Letter from R. H. Nash, reporter New Haven Register.
6. Letter from Thomas R. Trowbridge, esq.
7. Slip cut from the New Haven Journal.
8. Slip cut from the New Haven Register.

Very respectfully, your obedient servant,

J. W. BARLOW,  
*Major of Engineers.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers United States Army.*

#### COMMERCIAL STATISTICS.

##### 1.

MAYOR'S OFFICE, NO. 7 CITY HALL,  
*New Haven, Conn., February 5, 1875.*

DEAR SIR:

I herewith send you such facts as I have been enabled to gather, hoping they may prove of some value in forwarding the necessary improvements in our harbor.

From the inclosed slips which I send you, one taken from the New Haven Journal of January 30, 1875, and the other from the Register of the same date, you will learn the number and tonnage of vessels which have entered New Haven Harbor for the year 1874, and also the amount of collections at this port for several years past, which has been compiled by Mr. E. Pendleton, deputy collector.

You will also find in the slips the estimated number of vessels, foreign and coast-wise, which have arrived in the harbor during the year, which estimate has been gathered from the most reliable sources; this does not, however, include the trips of the New York and New Haven steamboat-line.

I inclose you the letters of Mr. Pendleton, deputy collector, and Mr. Avery, ship-chandler, in which statistics are given in part.

I also sent to New York by Mr. Nash, reporter of the New Haven Register, to procure from the New York Herald the number of vessels passing through the sound for the year 1874.

From Mr. R. F. Kerr, its shipping-editor, he obtained a list of the number of vessels reported in the Herald, which list I inclose to you, but which, as it seems to me, in nowise gives the number of vessels or ships through the sound. For instance, he gives the number of steamboats bound east as 648, and bound west, 623; whereas the number of trips made by the New York and New Haven Steamboat Company's boats (five in number) amount in a year to at least 1,800; Hartford and Saybrook, 600; Norwich line, I think, 600; Stonington, say 600; Fall River, say 600; Sag Harbor, say 100; making total, 4,300, in addition to which there may be some others I do not at present recall.

In addition to this are the Providence propellers, Norwich propellers, New Bedford propellers, Boston propellers, and Portland propellers, which in the aggregate must number from 2,000 to 3,000 a year.

I mention the above to show that Mr. Kerr's report evidently only gives the number of steamboats reported in the Herald outside the regular lines, as he makes the list only 1,271 for the year 1874, and is therefore no correct report of the number of vessels passing to and fro through the sound.

Again, he reports but 12 ships, while it seems to me there must be many more.

I do not know how to get at the number of vessels of all classes that pass back and forth through the sound to enable me to show the importance of the breakwater at New Haven, thereby making the harbor a place of refuge in case of storms.

I inclose you the report Mr. Nash obtained from Mr. Kerr for what it is worth.

I might add my personal knowledge of the great importance of the proposed public improvements in New Haven Harbor, not to the people of New Haven alone, but to a large proportion of the State, and to New England, and, in fact, even to the West; as we are nearer Poughkeepsie than the city of New York. So that, with the contemplated railroad-connections with the West, made at the former place, we cannot help but have large transactions in that direction if our harbor is placed in proper condition.

I inclose you a letter from Capt. Charles H. Townsend, and one from Thomas R. Trowbridge, president of our chamber of commerce, relating to the same matter.

Prof. William P. Trowbridge, I understand, will send me a letter in a day or two, upon receipt of which I will inclose to you.

Very respectfully, your obedient servant,

HENRY G. LEWIS,  
*Mayor.*

Col. J. W. BARLOW,  
*Major of Engineers, U. S. A.*

## 2.

NEW HAVEN, February 1, 1875.

SIR: Agreeably to your honor's request to collect statistics of the number of vessels which would be benefited by the contemplated improvement to the harbor of New Haven, to wit, the erecting of a breakwater and deepening the channel to the wharves to 20 feet at mean low water; also the amount of tonnage which has entered the harbor for the past year and for a number of previous years, and the probable increase in the same were necessary facilities afforded to commerce, &c., I inclose herewith for your honor's approval estimates made by E. Pendleton, esq., United States deputy collector of customs, assisted by Coastwise Inspector Lane, Messrs. H. Prescott and P. P. Avery; and as you have said any other points I might deem important to mention would be interesting, I therefore make brief notice of what will, in my opinion, make the contemplated improvement of great utility to foreign and domestic commerce; my opinion being based on a personal observation, dating back more than a quarter of a century, a large portion of the time in command of packet-ships and ocean-steamers plying between New York and ports of Western Europe.

You are aware of the serious obstacle ice is to nearly all our bays and rivers north of Cape Henry. Philadelphia and New York navigation is much delayed on account of fresh-water ice, the latter port in particular. Huge masses form up the North River, drift down and block the Narrows between Staten and Long Islands, often turning vessels from the entrance via Sandy Hook to the eastern entrance via Long Island Sound, where the salt-water ice is much easier penetrated. In my opinion, the day is not far distant when the city of New York will cover a large part of Westchester County, the Harlem River will be made a grand canal, fit to accommodate ships of the largest class, and Long Island Sound will then be to New York what the lower bay now is, an outer roadstead in which the combined navies of the world can rendezvous and maneuver.

We must not lose sight of the other causes besides ice which will force commerce to New York via the sound. The bar at Sandy Hook has but 22 feet water at mean low tide; heavy steamers and iron-clad men-of-war draw from 20 to 28 feet.

The Hudson River, New York Central, and Harlem Railroads now connect with Port Morris, a point forty miles nearer Queenstown than the Cunard docks are via Sandy Hook; and again we only have about ten miles railroad to build to connect with the great West via Poughkeepsie; also the great route from New York to Montreal and Quebec is through New Haven, which route will eventually attract ships from England and ports on the continent that now land their cargoes in winter (when the Saint Lawrence is closed from October to May) at Boston and Portland.

Taking these and other reasons too numerous to mention into consideration, the time has come when a port of refuge on this part of the coast is needed for the *general benefit* of commerce, and we must not lose sight of the fact that a large amount of our coal transportation which was in former times done in first-class coasting-vessels is now done in slight canal-boats and river-barges which require protection, which should be given them at the entrance of our harbor by building a breakwater of simple riprap, the material for which lies in the greatest abundance close at hand, and can be put in place at comparatively small cost, and the many rocks off the entrance of the port which the Government has contemplated moving might be utilized by filling over them and thereby save material and the enormous expense of blasting and removing the *débris*.

Hoping this hasty report will meet with your approbation, I remain yours, very respectfully,

CHAS. H. TOWNSEND.

Hon. H. G. LEWIS,  
*Mayor of the City of New Haven.*

## 3.

CUSTOM-HOUSE, NEW HAVEN, CONN.,  
*Collector's Office, January 28, 1875.*

SIR: I herewith inclose a statement embracing chiefly the coastwise commerce of the port as reported to me by Mr. Lane, coastwise inspector, and which has been obtained from the most reliable sources and by careful estimates, and is believed to be substantially correct.

I also inclose a note from Mr. Avery, Long wharf, relating to the subject.\*

Respectfully,

E. PENDLETON,  
*Deputy Collector.*

Capt. CHARLES H. TOWNSEND.

\* A separate paper addressed to Captain Townsend.

*Estimated number of vessels which have arrived at the port of New Haven, Conn., from foreign ports and coastwise with cargoes during the year 1874.*

At Hartford and New Haven Railroad wharves:	
Sail-vessels and barges .....	1,500
Steam-vessels .....	900
At New Haven and Norwich Railroad wharf:	
Sail-vessels and barges .....	1,200
At Long wharf:	
From foreign ports .....	80
From coastwise ports .....	670
	750
At other wharves in the Quinipiac and Mill Rivers .....	600
Total .....	4,950

Estimated number of vessels which, navigating Long Island Sound, have made a harbor at New Haven, during the above period..... 5,000



4.

199 LONG WHARF,  
New Haven, Conn., January 27, 1875.

DEAR SIR: From the best information we can make is, that about 5,000 vessels seek refuge in this harbor in a year. Mr. Prescott tells me that there are about 750 vessels come to Long Wharf to discharge.

Yours, very truly,

P. AVER

Capt. C. H. TOWNSEND.

You understand the 5,000 for harbor do not come to the wharf; making, in all that enter the harbor, say 10,000.

5.

*Vessels passing through the Sound.*

	From January 1, 1873, to January 1, 1874.		From January 1, 1874. to January 1, 1875.	
	Bound east.	Bound west.	Bound east.	Bound west.
Steamers .....	663	651	648	623
Ships .....	4	6	6	6
Barks .....	51	58	50	52
Brigs .....	205	155	187	144
Schooners .....	8,243	9,707	8,766	10,104
Total .....	9,165	10,577	9,657	10,929

Total for two years, 40,238, (40,328 ?)

In these tables no account has been taken of sloops and other small craft continually passing through the Sound; but the Herald shipping editor, Mr. R. F. Kerr, who has the entire marine department of the paper under his charge, is of opinion that it will be safe to say that 20,000 of that class annually pass up and down the Sound.

The first tabular statement by the Herald, under this head, was made at the close of the year 1873. It will be regularly continued hereafter.

Respectfully, &c.,

F. H. NASH.

H. G. LEWIS, Esq., Mayor.

## 6.

NEW HAVEN, *February 1, 1875.*

DEAR SIR: Appreciating your endeavors to interest our Government in the improvement of our harbor by "deepening the channel and for a breakwater therefor," it has occurred to me that it would not be amiss for myself, having had my place of business on Long Wharf, and engaged in the shipping business for nearly fifty years, to say that, setting aside the importance for the shipping belonging to this port, that this improvement is needed for the increased importance as a place of refuge for vessels passing through Long Island Sound in stormy weather and head-winds. Our harbor is now greatly resorted to by such vessels; but to a great extent they are obliged to come so far up the harbor that often it is overcrowded, and the channel so narrow that it is very often difficult for outward and inward bound vessels to go up or down the harbor. This would be avoided if the breakwater was built, and vessels then would anchor near the mouth of the harbor, and could easily come into or go out thereof, and it would afford such a refuge that it would always be sought in bad weather. Even now, we often see very large numbers anchoring for a harbor; sometimes a hundred vessels lie at anchor bound east or west. I say nothing of the hundreds coming to deliver their cargoes or departing; that, statistics show.

Yours, truly,

THOS. R. TROWBRIDGE.

Hon. HENRY G. LEWIS.

## 7.

WHAT IS BEING DONE IN WASHINGTON AND THIS CITY—THE MATTER ENERGETICALLY PUSHED—SOME INTERESTING FACTS AND FIGURES CONCERNING THE COMMERCE OF NEW HAVEN.

The proposed renovations and improvement in the mouth of the channels of our harbor—to be brought about by dredging and the erection of a breakwater at the lower portion below the light-house—seem likely to be carried into effect under the energetic management of Mayor Lewis, Captain Townsend, and other public-spirited citizens. Congressman Kellogg, whose laborious exertions in behalf of New Haven interests are well known and appreciated, has already taken the initiatory steps necessary for obtaining the desired appropriation. The matter has been referred to the War Department, which will look into the matter, and report at the present session of Congress. Col. J. W. Barlow, major of the Engineer Department, has written to Major Lewis, asking for statistics relating to the port of New Haven and the amount of commerce which will be benefited by the proposed enterprise, that he may report to the War Department. The mayor has appointed Professor Trowbridge, and Charles Townsend, whose intimate personal geographical knowledge, as captain of steamships plying between New York and Europe, render him well fitted for the work, a committee to compile the required statistics to be forwarded to Washington. Below will be found tables of valuable statistics, most of which have never been published.

Among the points that will be urged in favor of the project will be the fact that navigation in the harbor has not been blocked for many years, although in continuous cold weather the surface is sometimes frozen over. The channel is kept open throughout the entire winter by the steamboats plying between this city and New York; while in New York Harbor the fresh-water ice—much more of an obstacle to navigation than salt-water ice—forms up the North River and drifts down in huge masses, blocking the narrows and bay, and causing great detriment and damage to navigation.

Another suggestion will be made to General Kellogg and other advocates of the proposed measure, with the opinions of many who have studied the subject, that New York City essentially will extend toward the north, and cover Westchester County. In such a case the real harbor of the city will be Long Island Sound, a bay large enough and deep enough to accommodate the navies of the world. The route to Europe via the Sound is already understood to be forty miles shorter, and free from the shoals and delays of Sandy Hook, than the southern route. When the Hell Gate improvements are perfected, the Sound will be a natural route for the foreign and coastwise trade of the country. That a port of refuge will be needed at New Haven can be easily seen.

A harbor with ample accommodation for vessels of ordinary draught will attract European ships with cargoes consigned for Canada, that at present unload at Portland and Boston from October to May, the Saint Lawrence being closed during that period. The advantages thus accruing to this city and the northern railroads could hardly be estimated.

These and many other points will be suggested to the movers at Washington.

The following figures have been obtained by Captain Townsend, and will be sent to Colonel Barlow. They were compiled by Deputy Collector Pendleton and Coastwise

Inspector Lane. The latter, assisted by Ship-Chandler Avery, visited Long Wharf, the Northampton Railroad dock, the New York and New Haven docks, and other points about the harbor, and made estimates of the amount of tonnage discharged at our wharves.

*Some figures.*

The following are the estimated number of vessels from foreign ports and coastwise that have entered the harbor and discharged their cargoes during 1874:

At the New York, New Haven, and Hartford wharves:

Sail-vessels and barges.....	1,500
Steam-vessels .....	900

At New Haven and Northampton wharves:

Sail-vessels and barges.....	1,200
------------------------------	-------

At Long Wharf:

From foreign ports.....	80
From coastwise ports.....	670
	<hr/> 750

At other wharves in the Quinnipiac and Mill Rivers .....	600
At West River and Morris Cove.....	25

Making a total of..... 4,975

The estimated number of vessels navigating Long Island Sound that have made harbor here during the same period is about 5,000. This would make a grand total of 10,000 vessels which have anchored here during the past year.

In addition to the above, the following statistics will be forwarded to Washington. They are obtained from the custom-house:

Vessels from foreign ports.....	83
Vessels cleared for foreign ports.....	43
Steam-vessels entered coastwise.....	437
Sail-vessels entered coastwise.....	121
Value of merchandise, same period, (1874,) was .....	\$1,117,347
The value of the goods exported to foreign countries was .....	1,347,772
Total collection made at the custom-house for 1874 was .....	378,128
Total collection for the past twenty years was.....	4,974,084

New Haven is inevitably destined to be the great port of entry for New England, and the time is not distant when the labor and forecast now willingly expended for the benefit of New Haven will be remembered with feelings of gratitude toward gentlemen who, without immediate prospect of personal reward, have done so much to forward the general interests.—(New Haven Journal, January 30, 1875.)

8.

STATEMENT OF THE BUSINESS TRANSACTED AT THE CUSTOM-HOUSE IN THE YEAR 1874  
COLLECTIONS OF THE PORT FOR THE LAST TWENTY YEARS—ARRIVAL AND DEPARTURE  
OF VESSELS—CONTEMPLATED HARBOR IMPROVEMENTS, ETC.

Mayor Lewis is in receipt of a letter from J. W. Barlow, major of Engineers, United States Army, asking for statistics regarding the amount of commerce which would be benefited by improving the harbor of New Haven. The information is asked for in view of the fact that the Chief Engineer will probably be called upon by the Government to make a report concerning the expediency of the contemplated improvements. Among the statistics gathered by the mayor are the following:

STATEMENT OF BUSINESS AT THE PORT OF NEW HAVEN DURING THE YEAR 1874.

*Vessels entered and cleared.*

Number of vessels entered from foreign ports.....	83
Number cleared for foreign ports.....	43
Entered coastwise, (steam-vessels) .....	437
Sail-vessels .....	121
Total .....	<hr/> 558

*Value of imports and exports.*

Value of foreign merchandise imported.....	\$1, 117, 347
Value of goods exported to foreign countries.....	1, 347, 772

*Collections.*

Duties on imports.....	\$369, 905
Tonnage-dues.....	2, 189
Hospital-dues.....	1, 976
Steamboat-fees.....	553
Miscellaneous fees.....	3, 499
<b>Total.....</b>	<b>378, 128</b>

\* Among the foreign commodities imported were the following, to wit: 6,790 hogsheads, 227 tierces, and 188 barrels molasses; 10,066 hogsheads and 1,162 barrels sugar; 809 bags coffee.

## THE LAST TWENTY YEARS.

The following table will show the collections at the port of New Haven for the twenty years ending December 31, 1874:

1855.....	\$230, 325	1865.....	\$284, 391
1856.....	286, 875	1866.....	286, 004
1857.....	280, 510	1867.....	288, 055
1858.....	198, 445	1868.....	267, 467
1859.....	163, 363	1869.....	261, 411
1860.....	144, 721	1870.....	325, 303
1861.....	86, 678	1871.....	300, 644
1862.....	220, 362	1872.....	222, 236
1863.....	245, 423	1873.....	344, 059
1864.....	184, 884	1874.....	378, 128

**Total..... 4, 974, 084**

The estimated number of vessels which have arrived at the port of New Haven from foreign ports and coastwise with cargoes during the year 1874 is as follows:

## At Hartford and New Haven Railroad wharves:

Sail-vessels and barges.....	1, 500
Steam-vessels.....	900

## At New Haven and Norwich Railroad wharves:

Sail-vessels and barges.....	1, 300
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## At Long Wharf:

From foreign ports.....	40
Coastwise.....	670
At other wharves in the Quinnipiac and Mill Rivers.....	600

**Total..... 4, 950**

Estimated number of vessels which, navigating Long Island Sound, have made a harbor at New Haven during 1874, 3, 000.

The growing importance of our harbor, in a commercial point of view, should not be overlooked. In the winter, when the Saint Lawrence River is frozen, vessels with cargoes consigned to various points in Canada have hitherto discharged their freights at Boston or Portland. It is believed that New Haven offers facilities for the forwarding of such freight superior to those possessed by either of the cities above named. New Haven is the terminus of several direct railroad-routes to Canada. Besides, it is within a few miles of the great financial and commercial emporium of the continent, and foreign vessels discharging their freight here would be in a position to secure return-cargoes with but little delay. As we understand it, the improvements contemplated in the harbor are the widening and deepening of the channel, and the construction of a breakwater. With these improvements the harbor would be one of the best in New England, and in the race for commercial and business supremacy it would contribute materially to the growth and prosperity of New Haven. Statistics, other than those above mentioned, will be collected, and the whole will be arranged and compiled by Professor Trowbridge and Captain Townsend, and forwarded to the War Department.—(New Haven Register, January 30.)



GRAND RIVER, OHIO.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The survey of the old bed of Grand River, Ohio.*

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FEBRUARY 10, 1875.—Referred to the Committee on Commerce.  
FEBRUARY 13, 1875.—Ordered to be printed.

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WAR DEPARTMENT, *February 9, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, in compliance with resolution of the 4th instant, copy of report of Lieut. Col. C. E. Blunt, upon the survey of the old bed of Grand River, Ohio, with a view to a harbor of refuge at Fairport.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., February 8, 1875.*

SIR: The resolution of the House of Representatives of the 4th instant, "That the Secretary of War be directed to communicate to this House the report of Colonel Blunt upon the survey lately made of the old bed of Grand River, Ohio, with a view to a harbor of refuge at Fairport," referred to this Office for report, is herewith respectfully returned; and, in compliance with its requirements, I beg leave to submit herewith a copy of the report of Lieutenant-Colonel Blunt on the survey in question, dated January 14, 1875.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brigadier-General and Chief of Engineers.*

Hon. W. W. BELKNAP,  
*Secretary of War.*

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UNITED STATES ENGINEER OFFICE,  
*Buffalo, N. Y., January 14, 1875.*

GENERAL: I transmitted to the Department on the 12th instant duplicate tracings, embodying the results of a survey recently made under

my direction, in compliance with your instructions, dated October 20, 1874, in which I am called upon to make the requisite survey, with estimates of cost of converting the old bed of Grand River, Ohio, into a harbor of refuge, and to report my views on the same.

I now have the honor to transmit the report and estimates as follows:

The conversion of the swamp and low land, which may at some very remote period have been occupied by the channel of Grand River, into a harbor or basin, is feasible, but from the nature of the case the cost will be large. The swamp must be excavated to a sufficient depth to float the largest vessels on the lakes; a channel must be cut through the existing beach and carried out into the lake to the fifteen-foot curve, with two entrance-piers 200 feet apart, (with the necessary beacon-light and this channel will, it is probable, require annual dredging. The cost of all this will depend mainly upon the area of the excavated basin. The two piers, assumed to be each not less than 1,000 feet in length, with width of 20 feet, will cost per running foot about \$60, making in all \$120,000. The channel, 200 feet wide, between these piers and through the present sand-beach, which now separates the swamp from the lake, will require the excavation of 110,000 cubic yards of material, which, at 40 cents per yard, will amount to \$44,000.

The necessary revetment of the sides and approaches of the cut will cost \$20 per running foot, making for 2,400 feet \$48,000. If the entire area of 492 acres between the banks, and up to the roadway which crosses the swamp, should be excavated to form a "harbor of refuge," with 15 feet of water, the quantity of material to be removed, (which must be deposited in deep water in the lake outside,) will be 11,900,000 cubic yards, and the cost of excavation cannot safely be estimated for such a peculiar case at less than 50 cents per yard, making a total of \$5,950,000 for excavation of basin. If the basin is made shorter in an east and west direction, the total cost of excavation will be proportionally diminished. I assume two cases for illustration, in the first of which the basin, limited by the line A B, on the tracing, will require the excavation of 7,600,000 cubic yards, costing, at 50 cents, \$3,800,000; in the second case, the limiting line being C D on the tracing, the cost of basin will be \$1,875,000. The total cost of constructing the "harbor of refuge" may then be summed up on these three different suppositions as follows:

*For largest basin, limited by roadway.*

Piers, cuttings, and channel, as above.....	\$212, 000
Digging out basin.....	5, 950, 000
Contingent expenses of all sorts, 10 per cent.....	616, 000
Total .....	6, 778, 000

*For the second case.*

Piers, &c., same as before.....	\$212, 000
Digging out basin.....	3, 800, 000
Contingencies of all sorts, 10 per cent .....	401, 000
	4, 413, 000

*For the third case.*

Piers, &c., as before.....	\$212, 000
Digging out basin.....	1, 875, 000
Contingencies of all sorts, 10 per cent.....	208, 000
	2, 295, 000

At this point my report might very properly be closed, the cost of converting the old bed of Grand River into a harbor of refuge having been estimated as required.

To cut a channel from the present river above the piers, and excavate a part of the swamp at the east end, would make a basin which, as a "harbor of refuge," would be inconvenient of entrance and possess no advantages over the present harbor. I therefore make no estimate for it. The petition which is transmitted to me among the papers connected with this survey states that "the vast and increasing commerce of our chain of lakes requires a harbor of refuge where the vessels engaged in that commerce may be safe from storms and the breaking up of the ice in the spring, and other floods which often carries them into the lake, throws them upon the land, or otherwise sinks or injures them."

I infer from this that the object of the desired harbor is to provide a place where the vessels engaged in the commerce of the lakes may be safe from storms and running ice, spring and other floods, and not a harbor of refuge in the ordinary sense of the term, which is a harbor into which vessels can run for shelter. For the objects desired in the petition, and which the information otherwise obtained by me leads me to believe would seem to be the main object of those interested, a comparatively small basin will, in my opinion, be sufficient. Commencing at a point about 3,200 feet above the extremity of the west pier, an opening or channel 200 feet wide, revetted on both sides, might be cut into a square basin of 900 feet on a side, which would be excavated to have a depth of 15 feet. The expense of such a basin may be estimated as follows:

*Channel of entrance.*

Excavation 80,000 cubic yards, at 50 cents.....	\$40,000
Revetment of sides, 1,200 feet, at \$20.....	24,000
Excavation of basin, 480,000 cubic yards, at 50 cents.....	240,000
Contingencies, 15 per cent.....	46,000
	<hr/>
	350,000

The survey of the locality has been carefully made, and may be relied upon.

Respectfully submitted.

C. E. BLUNT,  
*Lieutenant-Colonel Engineers.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers, U. S. A., Washington, D. C.*



HARBORS OF CHARLEVOIX AND MONISTIQUE, MICHIGAN.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The improvement of the harbors of Charlevoix and Monistique, Michigan*

---

FEBRUARY 3, 1875.—Referred to the Committee on Commerce.  
FEBRUARY 3, 1875.—Ordered to be printed.

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WAR DEPARTMENT, *January 28, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives the report of the Chief of Engineers, in response to the resolution of the House of the 22d instant, calling for report or information relative to the improvement of the harbors of Charlevoix and Monistique, Michigan.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., January 26, 1875.*

SIR: The resolution of the House of Representatives of the 22d instant, "that the Secretary of War be, and he is hereby, requested to furnish this House with any report or information in his Department on the improvement of the harbors of Charlevoix and Monistique, Michigan," referred to this Office for report, is herewith respectfully returned.

I beg leave to state that a survey of the harbor of Monistique, Michigan, directed by the second section of the river and harbor improvement act of March 3, 1873, was made by Maj. D. C. Houston, Corps of Engineers, in June of that year, and submitted with the annual report from this Office for 1873. (Ex. Doc. 1, part 2, vol. ii, H. R., 43d Cong., 1st sess., page 254.)

By reference to the same document (pp. 40 and 281) it will be found that an examination of the harbor of Charlevoix was made in August, 1873, at the instance of Senator Ferry, of Michigan.

## 2 HARBORS OF CHARLEVOIX AND MONISTIQUE, MICHIGAN.

The above contains all the information in this Office relative to the harbors specified in the resolution of the House of Representatives.

Copies of appendixes B and C containing the reports referred to are herewith transmitted. (See pp. 67 and 28, respectively.)

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brig. Gen. and Chief of Engineers.*

HON. W. W. BELKNAP,  
*Secretary of War.*

### SURVEY OF MONISTIQUE HARBOR, MICHIGAN.

UNITED STATES ENGINEER OFFICE,  
*Chicago, Ill., June 27, 1873.*

GENERAL: I have the honor to transmit herewith report and map of survey of Monistique Harbor, Michigan.

There are no "facts tending to show that the general commerce of the country will be benefited by the improvement of this harbor."

The local interests consist of a single saw-mill and a small village depending on it. I have been informed that it has been contemplated to construct a railroad from Marquette to the straits of Mackinaw, and that it has also been contemplated to construct a branch from this road to Monistique Harbor, so as to make the latter a shipping-point for iron-ore. The idea of running an independent line, direct from the iron region to Monistique Harbor, has also been suggested.

The northern shore of Lake Michigan doubtless presents great advantages over points now used for that purpose, in that it is free from ice much earlier. This year Monistique Harbor was clear, while the harbors of Milwaukee and Manitowoc were closed by drift-ice. This is due to the prevailing winds. But the harbor of Monistique, while capable of improvement so as to admit vessels of all classes, has not sufficient capacity as a shipping-point for iron-ore to any great extent. Its utmost capacity is about 2,400 feet long and a width of 1,000 feet at its widest point. The shipment of iron ore requires the construction of immense docks. To make the available space of this harbor available would require a large amount of dredging, and then only a contracted harbor for this purpose would be afforded.

As these projects are only in contemplation, they afford no additional reasons for making the improvement. A plan for the improvement of this harbor is indicated on the map. The estimated cost of the plan is as follows:

3,410 feet of crib-work, 20 feet wide, at \$50 per foot.....	\$170, 500 <sup>(a)</sup>
227,000 cubic yards of dredging, at 40 cents.....	90, 800 <sup>(b)</sup>
Contingencies .....	28, 700 <sup>(c)</sup>
	<hr/> 290, 000 <sup>(d)</sup>

It is thought that probably the east pier would not be necessary, which would reduce the estimate. The effect of the current would also probably reduce the amount of dredging.

I am, general, very respectfully, your obedient servant,

D. C. HOUSTON,  
*Major Engineers, U. S. A.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers, U. S. A., Washington, D. C.*

UNITED STATES ENGINEER OFFICE,  
Chicago, Ill., June 27, 1873.

SIR: Acting under your written instructions, dated Chicago, Ill., April 23, 1873, I arrived at the village of Monistique on the 10th of May, and immediately commenced a survey and examination to ascertain the feasibility of constructing a harbor at the mouth of the Monistique River.

Before giving a detailed description of the survey and the results deduced therefrom, I will describe the general characteristics of the river and the features of the surrounding country. The Monistique River is a stream of considerable importance.

The main river rises in a system of lakes lying in Mackinaw County, the outlet from the largest of these called Monistique Lake, where the river proper practically commences, being about thirty miles in a straight line from the mouth of the river, though two or three times this distance by water. The main river is fed along its entire course by small lakes and streams, some of these being many miles in length and rising within a short distance of Lake Superior, so that the northern line of the water-shed or the dividing-ridge between Lake Michigan and Lake Superior slopes runs nearly parallel with the latter for about twenty-five miles, and at an average distance of five miles from the lake. Two of these feeders, known as the North Branch and the North-west Branch, are of good size. The lowermost feeder, which enters the river about three miles from its mouth, comes from a lake situated three or four miles from the southern coast, which is called Monistique Lake on the charts of the United States Lake Survey, but which is now known as Indian Lake by the inhabitants of this region.

The entire country drained by this river, about fifteen hundred square miles, is low, marshy land, heavily timbered with hemlock, white and Norway pine.

The marshes contain some bog-iron ore, but from the reports I gathered while there, from land-hunters and others, there would not seem to be any considerable quantities.

The higher lands or low ridges dividing the small water-courses bear some varieties of hard woods, mostly beech and maple, and the dividing-ridge on the north produces some oak, but pines are the staple.

I was informed that good judges estimate the amount of pine timber on the river at 300,000,000 feet.

The water of the river is clear, though dark-colored, from the bog-ore and hemlock bark. In times of freshets the country adjacent to the river is very generally overflowed, but the thick growth of timber along its banks confines all the logs to the main channel. I went up the river about two miles to the "booms," where the logs for the mill are kept, at which point the river is 200 feet wide and from 14 to 16 feet deep the entire width, with a very rapid current; so rapid that it boils and seethes, making it a difficult matter to row a boat against it. A short distance below this point the rapids begin, and extend nearly to the upper limit of soundings on the map. The dam is built on these rapids in the portion shown on the map, which gives a fall of from 4 to 5 feet at the western end and 11 feet at the mill. From the uppermost soundings down, the river-bottom is composed of sand lying over the bed-rock, all of which has come from the shores below the dam. A large indentation in the west shore between the dam and bridge was made by the freshest last spring, and threw an immense quantity of sand into the river, forming the shoal-water or "middle-ground," which was found below the bridge. Numerous large snags and roots have lodged on this, and behind each one a sand-bar has formed, in some cases coming to within a few inches of the surface of the water.

The two sand-points that form the mouth of the river are very changeable and shifting, the distance between them being about 500 feet on the map of the survey of 1864, whereas the distance is now 320 feet, and before the freshest last spring I was told it was only 270 feet, about 50 feet of the west point washing away at that time.

The eastern shore of the river, from the dam to its mouth, has a terrace composed of sand, with a slight surface-covering of gravel, about 15 to 20 feet high, with an abrupt slope to the river, sinking gradually as it recedes from the river into low, swampy land, covered with pine and tamarack.

Toward the south and on the lake shore it disappears, the sand on the beach becoming thinner until the rock is bare. The west shore, within the same limits, is skirted with bluffs of pure sand about 20 feet high, with grass and scattering timber extending from the crest back into the country, and covering the sand-dunes that abound, while the lake-shore west from the mouth of the river presents the usual features of a sand-beach.

The survey was conducted in the following manner:

The first four days were spent in taking a number of borings to ascertain the character of the river and lake bottom, the positions of which are denoted, on the map accompanying this report, by the small black circles.

The entire number of borings made was 26, the aggregate thickness of the material bored through being 175 feet. Each boring was located by angles taken from two stations on the shore, the triangles computed and the points plotted by the compass.

Wherever rock was found, as was frequently the case near the east shore of the river the scow was moved from 10 to 20 feet and a new boring made, and in some cases these were taken near each other. In every such case rock was found at the same depth, or at a depth not differing more than 2 or 3 inches, so that there could be no doubt but that it was the bed-rock in each instance. After a sufficient number of borings had been made to show the dip of the bed-rock, and its distance below the surface, lines of soundings were taken in the lake and river.

The shore-lines shown on the map were located by triangulations, as were also the mill bridge and dam.

From one of the principal stations on the east shore a deflection was taken and its distance measured to a point at the intersection of Cedar and Water streets, and the deflection of the middle line of Cedar street observed.

From this the village was plotted, reduced from a lithographed map on a scale of 1 $\frac{1}{2}$  feet to 1 inch, from a survey made, I think, in 1872, by J. M. Knight, surveyor, and the houses drawn approximately. The map of the village is not very reliable, the printed distances and the same by scale differing widely in some instances, but it serves to show the relative position of the proposed town to the river and lake.

Some experiments were made between the two sand-points at the mouth of the river to ascertain the velocity of the current by noting the time required for chips of wood to pass over a distance of 50 feet staked off on each side. Thirty experiments were made, the results differing considerably, owing to the shape of the block or chip, and the distance from the shore at which it was observed, the greatest velocity noted being when the passage was made in 32 seconds; the slowest in 58; a mean being 38 seconds, or a velocity of 1.3 feet per second.

The mean depth taken from the map is 8.66 feet, the average width 320, giving a cross-section of 2,771 square feet, which, multiplied by the velocity, gives a discharge of 3,602 cubic feet per second. But as the chips would give only the surface-velocity, assuming the mean to be 85 per cent. of this, the discharge becomes 3,062 cubic feet. At the time these experiments were made the water in the river, measured at the boom—where a datum is obtained from the known position of one of the cribs holding the boom—was 4 feet 3 inches below the highest water of this spring, and 1 foot 1 inches above the lowest stage of last summer.

The survey has shown that there are no physical features opposed to the construction of a harbor at the mouth of this river. From the mouth of the river up for nearly half a mile, there is a reliable channel of 6 feet, which, by lines of slab-docking on each side, could be made and maintained of almost any depth by the current alone. A dock of this kind is fast growing under the management of the company owning the mill, who propose to carry the dock, in the line on which it has been commenced, to the eastern point, which will bring it just inside the 6-foot curve.

From the outer corner of the western point to the 18-foot curve the distance is about 1,000 feet, and from the outer corner of the eastern point about 1,400 feet, which distances would probably cover the amount of cribbing necessary, while the current would suffice to remove any sand, so that no dredging would be required.

The borings show the dip of the bed-rock to be westerly, so that by moving the work in this direction it could be wholly avoided.

Material for the construction of a harbor can be obtained in abundance, the banks of the river furnishing timber and the ridges abounding with stone. A quarry has been opened about a quarter of a mile east of the mill, from which the cribs holding the booms have been filled. The quarry yields a fair quality of limestone, which is easily worked; a crowbar or wedge inserted into the seams being sufficient to break the stone. The formation belongs to the Niagara and Clinton epochs, the strata, which is nearly horizontal, being of different thickness, and the seams between being filled with poor limestone, chalky matter, and occasionally only a thin clay selvage. The rock has a specific gravity of 2.679, a cubic foot weighing 167 pounds. It might be possible to obtain stone from the beach east of the mouth of the river by opening a quarry and loading the stone directly on to scows in still weather. The prevailing winds in the locality are from the northeast to northwest, or land winds. The lake-winds most to be dreaded are those from the south and southwest, which bring in the largest seas and produce the most noticeable action on the shore, making the strongest littoral currents and shifting the most sand.

The southeast is slightly sheltered by the Fox Islands and Beaver Islands, with the groups around it; and the shore east of the mouth of the river is mostly rocky, and not affected by any wave action. The company's vessels anchor outside, and are loaded from scows towed out by the tug; and I was informed that no difficulty had ever been experienced in riding out a storm.

The geographical position of the mouth of this river would seem to render its improvement a matter of considerable benefit to the whole northern peninsula. It is but a few miles farther from Marquette and the mineral region than Escanaba, and is sixty miles nearer the eastern markets. The lake and river are free from ice from one to three weeks earlier each spring than Escanaba, owing to the land-locked position of



the latter, and freeze about as much later in the fall, making the season of navigation from two to six weeks longer each year.

The village of Monistique has at present about two hundred and fifty inhabitants, including twenty-five families, all of whom are dependent upon the saw-mill. The imports consist of household goods, and articles for the company's store, the exports wholly of lumber. The mill, which is run entirely by water, has a present capacity of 10,000,000 to 11,000,000 feet per annum, but it is to be enlarged this season and another gang-saw added to the one already in use, which, it is expected, will increase the annual production to 20,000,000 feet.

This is all there is to the place at present. I heard that a gentleman largely interested in the locality proposed erecting some iron-furnaces on the west shore of the river, near the mouth, and holds land for that purpose, but nothing that promises a fulfillment has been done. The probability of a railroad connecting Monistique with the mineral region lying west, seems at present very doubtful. The State of Michigan last winter voted a swamp-land grant of ten sections to the mile to aid in the construction of a railroad from Marquette to Mackinaw. Mr. William S. Colwell, the Chicago Lumbering Company's superintendent at Monistique, informed me that the State had only about 1,100,000 acres of swamp-land left in the northern peninsula, so that this would naturally be the poorest of the land.

A road from Marquette to Mackinaw would be at least one hundred and fifty miles in length, and probably more, making the grant 1,500 sections or 960,000 acres, and leaving the State 140,000 acres of land, or, if the road were longer, practically nothing. A straight line from Marquette to Mackinaw passes about twenty-five miles north of Monistique, so that it would be an exceedingly unprofitable detour for the trunk-line to touch there, making a branch road a necessity; and if the condition of the State lands is as mentioned, such a branch would have to be built by private enterprise.

Respectfully submitted.

JOHN PIERPONT,  
*Assistant United States Engineer.*

Col. D. C. HOUSTON,  
*Major Engineers, United States Army.*

#### EXAMINATION OF HARBOR AT CHARLEVOIX, MICHIGAN.

UNITED STATES ENGINEER OFFICE,  
*Detroit, Mich., August 26, 1873.*

GENERAL: By letter from your Office of May 21, 1873, I was directed to proceed to Charlevoix, Mich., and make such personal examination of the harbor there as would enable me to report whether any survey in addition to that made by Major Wheeler in 1868 is necessary, and whether the increased commerce of the place requires more facilities than were afforded at the time of that survey, and also whether the map of the survey will enable me to project a plan of improvement to meet the present requirements of the place; and if a further survey be needed, to submit an estimate of its cost. In accordance therewith I have the honor to submit the following report.

After a careful examination of the original map of the survey in my office, and Major Wheeler's report, printed on page 78 of Report of Chief of Engineers for 1869, I left Detroit on one of the Western Transportation Company's steamers, plying between Buffalo and Chicago, on the evening of July 23, and arrived in Charlevoix the afternoon of the 25th, landing at the end of the pile-dock.

A description of the place and its surroundings having been published in the above report, it will only be necessary for me to note the changes that have since taken place and pass upon the requirements.

A cursory examination satisfied me at once that no further survey was needed to project a plan of improvement. The stream connecting Round and Pine Lakes with Lake Michigan is only about 1,200 feet in length, and from 75 to 100 feet in width. Its course where it entered into Lake Michigan at the time of the survey had been changed to a straight cut,

and the depth of water at the time of my visit was about 6 feet, while the rapids spoken of had almost entirely disappeared; in some measure, doubtless, due to the unusual high water in Lake Michigan. The current, however, was swift, but did not indicate a difference in level of the lakes of over 3 inches.

I found a dredge at work in the river near the bridge, making 11 feet water, the intention being to carry this depth entirely through with one cut of 35 feet width. No stone or bowlders had been met. The material dredged was chiefly sand, with coarse gravel and small stone. In making the cut at the mouth of the river no bowlders were met with to interfere with the work, as had been feared; the bottom, through the water here, appeared to be composed of pebbles and small rounded stone or shingle; no stone larger than your fist. The bed and banks of the river throughout showed only a material that could easily be removed with the dredge, it being sand, marl, gravel, and clay mixed. The attempt of the people to open a straight cut and give a direct debouche of the river into Lake Michigan having proved a failure, as reported, has since been accomplished; and I was assured by the people that the failure was due, in the first instance, simply to a want of funds.

A crib-pier was built on the north side, about 460 feet in length, last fall, and during the winter two cribs, 80 feet over all, were placed in the south side.

The direction of the piers seems to be admirably well chosen. The physical formation of the shore here—the mouth of the river, before any improvements were attempted, being almost closed and about 450 feet south of the present outlet—indicates, clearly, the direction of the severe blows, namely, from the north and northwest. No storms from a direction south of west can have any injurious effect upon the mouth of the river, as it is thoroughly protected by a jutting headland a short distance off, in a direction nearly due west; therefore, in any improvements to be made here the north pier is, and will be, the weather pier. The place seems, therefore, readily susceptible of improvement, and at small expense. Though my instructions do not expressly direct me to submit a plan of improvement, I respectfully beg leave to make my recommendations, that, if improvements are to be made here, they be directed to an extension of the north pier some 500 feet farther, into 18 or 20 feet water. This will serve the purpose of a breakwater against the only dangerous storms. A south pier would be necessary, I think, to prevent the current from spreading, and to maintain its direction in the line of the pier out into the lake and thus preserve a straight deep channel. I would leave its extent to be determined hereafter. The river would be straightened by dredging away the gentle projection on either bank, and easily widened to 150 feet; the water-way dredged to 10 feet, throughout, and banks revetted. An estimate is respectfully submitted.

The work already done is the result of the commendable spirit and energy of the people, who seem to be thoroughly in earnest. The work was started by them, and about \$2,000 raised and expended upon the piers. The State has come to their assistance and put the superstructure upon the cribs, and is now doing the dredging under an act granting sixteen sections of State swamp-lands for drainage and reclamation of swamp-land, under the special direction of the State board of control, and by special legislative act, 1871.

In addition, the difficulty attending the navigation of the "narrow, tortuous, and shallow stream" connecting the waters of Round and Pine Lakes has been surmounted by a straight cut at the head of Round Lake, of a few rods in length, through a narrow neck of sand, gravel, and

marl. The banks are not revetted, and notwithstanding the rapid current, are not disturbed.

During my stay here, in company with some of the leading people of the place, I made a trip through the south arm of Pine Lake, penetrating some fifteen miles to the mouth of the Jordan River, on the regular passenger-steamer plying the lake.

No swamps are to be seen; the banks are high; the country rolling and covered with a luxuriant growth of hard woods, with here and there a clearing, with its neat cottage surrounded by fields of grain and young orchard trees; the whole country exhibiting evidences of a steady, healthy growth.

Nearly all the Government lands have been taken up by actual settlers, and are being rapidly improved.

The Boyne River empties into the eastern arm of Pine Lake, and both rivers, I am told, are bordered by rich hard-wood and pine lands.

The only outlet of this rich agricultural and wooded section is past the town of Charlevoix.

The Charlevoix Sentinel (a weekly paper) of May 24, 1873, states that imports and exports have increased tenfold since 1868. At that time Charlevoix comprised a post-office, 2 stores, 2 hotels, a school-house, 1 saw-mill, and about a dozen houses. Now, they have 8 stores, about 60 houses, and a printing-office, and 4 saw-mills on Pine Lake tributary. The population of the county is estimated at 2,500—the census of 1870 gives it at 1,724—while the township, last census, numbered 450.

The amount of cord-wood shipped has not increased much, for vessels cannot find shelter here; the yearly export has been about 10,000 cords. Railroad-ties, telegraph poles, cedar posts, and lumber, will be the chief articles of export when the harbor is made available for shipping.

Four large passenger-boats running between Buffalo and Chicago, on an average, touch here each week; and two small passenger-boats which ply between points on Grand Traverse Bay run here when the weather will allow; regular trips will be made when they are able to get into Round Lake, under cover.

This region is being rapidly settled, and has already reached a prominence parallel with other points along the shore of the lake which have received Government aid. The work commenced by the people has been aided and continued by the State, and the people now ask a moderate appropriation from the General Government to carry on the work to the extent that shall be requisite to meet the growing commercial wants of the country. A harbor of refuge is not required, as the proximity of Grand Traverse Bay affords a refuge for the large vessels passing here.

The estimate submitted calls for \$192,780; and if the improvements are to be made, \$75,000 should be appropriated the first year.

A tracing of the harbor showing changes made since the survey of 1868 is attached hereto, as well as a report of my assistant, Mr. Wells, who accompanied me.

I have delayed this report in order to hear from Mr. Nettleton, who promised to furnish me the information contained in his letter of August 19, a copy of which is herewith submitted.

Very respectfully, your obedient servant,

S. M. MANSFIELD,  
*Capt. Engineers, Bvt. Lieut. Col., U. S. A.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers U. S. A., Washington, D. C.*

MUSKOGON, MICH., *August 7, 1873.*

SIR: In accordance with your instruction, I have the honor to make the following report relative to the improvement of Pine River, Michigan:

There are several considerations which incline me to believe the improvement of this harbor will be easily accomplished, among which are the following: That the mouth of the river is entirely sheltered from the south and southwest, while northwest storms are broken by the Beaver Islands. That the sand is coarse and so mixed with gravel and small stones as not to be readily moved by current or waves, which fact, taken in connection with the harbor's shelter, will prevent it blocking up when fairly opened, even before the piers rest as designed when completed. Another consideration is that the shore is quite bold, the bridge-pier resting 835 feet from the shore, in 20 feet water.

The main questions which arise are as to the direction of the piers, their relative and absolute length, the width of channel, and the kind of piers and interior revetment.

Both the position and direction of the present north pier appear to me well chosen. Before expressing any decided opinion on this point, I should wish, however, to acquaint myself more thoroughly with the natural features of the place, the storms, and lake-currents.

In my opinion the north pier should be kept constantly the longer, say by 300 feet. Indeed, it is questionable whether any south pier is necessary beyond the amount needed to catch the drift of shingle in very shoal water; that the main pressure from storms and consequent drift during their continuance comes from the north and northwest is shown by the southwest direction taken by the river at its mouth before it was artificially turned into its present outlet. Here only north and northwest winds can strike the harbor heavily; hence, only from these directions will bars be formed. With the north pier the longer storms cannot beat into the harbor's mouth, the river's outflow will not be checked, and the drift will be carried across and beyond the piers.

On the accompanying sketch the north pier is given a total length of 925 feet, resting in 20 feet water, while the south pier is 625 feet long, extending to 12 feet water. Any estimate extending the piers less would some day prove inadequate, since the day will come when this region will be densely peopled, and the place is almost directly in the track of the deep-draught vessels plying the lakes. Moreover, the line of the shoal-water will undoubtedly make out as the piers are extended, and materially lessen the present depth.

The south pier is located on the tracing 150 feet from the present north pier. The dredging required to continue this width through to Round Lake is not excessive. While a channel narrower than 150 feet might meet the wants of the region for some years, it would doubtless in time prove too contracted. No serious inconvenience will result even if the inside dredging is not completed at once; the room can be added as it is needed and funds are available.

On the other hand, owing to the sheltered position of the harbor, it is thought a width of 150 feet will prove ample to meet the wants of navigation.

At this place pile-piers can be built sufficiently strong, while the cost will be but half that of crib-work.

At White River, an exposed position, only pile-work has been used, and it has remained unmoved. The only difficulty, which is with the filling, can be readily obviated by a modification of the work. First, close piling can be driven, two rows, 10 feet apart, to receive the filling—brush or slabs, well weighted with stone. I would not carry this filling above the water's surface, except in shoal water. Outside of this work can be driven two more rows of close piling, 30 feet apart. Cut all piles off below water, and place upon them superstructure of timber-work. The latter would be the only perishable part, and can at any time be replaced with new, while the extra cost of a crib-pier, put at interest, would reconstruct the pile-pier entire every ten years. A crib, 50 by 30 feet, is placed at the head of each pier, because of the greater exposure to damage from vessels.

A cheap revetment will answer for the interior work, estimated at \$3 per foot. Only at one place, viz, on the south side, where the current impinges on the bed of calcareous marl, is even this imperative.

The following estimate of cost is believed to be ample, except the work is done under successive small appropriations.

Very respectfully, your obedient servant,

C. M. WELLS,  
*Assistant.*

Col. S. M. MANSFIELD,  
*Capt. Corps of Engineers, U. S. A., Detroit, Mich.*

# HARBORS OF CHARLEVOIX AND MONISTIQUE, MICHIGAN. 9

## *Estimate for improvement of Pine River, Charlevoix County, Michigan.*

150,000 cubic yards dredging to excavate channel 150 feet wide and 12 feet deep throughout, at 40 cents per cubic yard.....	\$60,000 00
25,000 cubic yards dredging to keep channel open during progress of the work, at 40 cents per cubic yard.....	10,000 00
Pier-heads, 2 cribs 50 by 30 feet, at \$7,000 each.....	14,000 00
750 feet of 30-foot pile-pier 450 feet north, 300 feet south, at \$45 per foot..	33,750 00
275 feet of 20-foot pile-pier, south side, at \$30 per foot..	8,250 00
2,550 feet of pile-revetment, at \$8 per foot.....	20,400 00
Completing 475 feet of north crib-work, now partially built, at \$30 per foot.....	14,250 00
	<hr/>
	160,650 00
For contingencies and superintendence, 20 per cent.....	32,132 00
	<hr/>
	192,780 00

CHARLEVOIX, MICH., August 19, 1873.

DEAR SIR: The dredging at the mouth of Pine River is now completed, and inclosed find statement of depth of water, statistics, &c.

The dredge has removed about 14,000 cubic yards of earth in twenty-seven working days. There is now from 10 to 11 feet of water from Round Lake to Lake Michigan, and an average width of 35 feet or more.

The scow *Maple Leaf* cleared last evening with 107,000 feet of lumber, drawing 7 feet 8 inches. The steamer *Fountain City* will probably endeavor to get into Round Lake on Friday of this week; but I have some doubts as to her being able to do so on account of the bends in the river.

We had no difficulty with the man who owns the land along the river. We dredged up close to the point in dispute; and he finally admitted that we could dredge his dock away and he could do nothing. The dredge moves to the upper river to-day, as we have raised \$1,400 to expend on the river connecting Round and Pine Lakes, and contemplate putting it down to 9 or 10 feet.

No hard material has been found.

The dredging in future will be easier done, as there will be plenty of water to load the scows, which was not the case under the present contract.

Mr. Morgan has commenced work connecting the south pier with shore.

I have apprehensions that there will be some filling in at the mouth, but we hope for the best.

I would respectfully enter my protest against the narrow harbor proposed by W. T. Casgrain, in survey of 1868, as I have no doubt a wider one can be made; but of course such points are to be settled by more experienced men. I merely state my opinion and the opinion of many sailors.

Inclosed find a report, as nearly correct as practicable, of business done at Charlevoix for the year ending July 31, 1873. Also number of arrivals and departures of boats for the year ending July 31, 1873.

The prospective business, or business likely to be developed by the opening and securing of a harbor at this place, is beyond computation. Our business-men are all making calculations to double their business at least, and the extended coast of fine timbered and agricultural land made available to navigation, warrant me in saying that it will be increased fourfold in two years from the completion of a permanent harbor.

Very respectfully, your obedient servant,

D. C. NETTLETON.

Col. S. M. MANSFIELD,  
*Detroit, Mich.*

*Number of arrivals of boats, of all classes, at Charlevoix for the year ending July 13, 1873.*

Lake-going craft, 209; number of steamers making regular landings at Charlevoix, 6, viz, 4 Chicago and Buffalo boats, and 2 Traverse Bay boats.

Buffalo boats touch four times each week at this point; their names and tonnage as follows: *Fountain City*, 969.48 tons; *Oneida*, 1,070 tons; *Mohawk*, 1,014.37 tons; *Idaho*, 1,110.97 tons. Steamers *Ella Burrows* and *Sheridan* ply semi-weekly from Traverse City, via Northport, Elk Rapids, &c., to Charlevoix.

H. Ex. 164—2

## 10 HARBORS OF CHARLEVOIX AND MONISTIQUE, MICHIGAN.

Amount of wood sold at Charlevoix for the past year, about 15,000 cords, worth \$50,000.

Amount of general merchandise sold during the past year, as given in by actual canvass, \$131,000; sold at eight stores. This does not include shipments made direct to consumers, which is large, and would probably swell the total to \$200,000.

The above report is as accurate as can be obtained. I will take pleasure in rendering any assistance or giving any information in my power.

Very respectfully, your obedient servant,

D. C. NETTLETON,  
*Local Commissioner.*

CHANNEL OF THE MISSISSIPPI RIVER OPPOSITE SAINT  
LOUIS, MO.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The improvement of the channel of the Mississippi River opposite Saint  
Louis.*

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FEBRUARY 3, 1875.—Referred to the Committee on Commerce.

FEBRUARY 13, 1875.—Ordered to be printed.

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WAR DEPARTMENT, *February 1, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Commerce, in compliance with request of said committee, dated the 12th ultimo, letter of the Chief of Engineers, dated the 30th ultimo, and copy of report, with map, from Col. J. H. Simpson, Corps of Engineers, relative to the improvement of the channel of the Mississippi River, opposite Saint Louis, by closing the Cahokia chute.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., January 30, 1875.*

SIR: In answer to the communication of the 12th instant from the chairman of the Committee on Commerce of the House of Representatives, inclosing a resolution of the committee asking for information relative to the improvement of the channel of the Mississippi opposite Saint Louis, by closing Cahokia chute, on the Illinois side of the river, I beg leave to transmit a copy of a report from Col. J. H. Simpson, Corps of Engineers, to whom this resolution was referred for reply, which will, it is hoped, contain the requisite information.

As desired by the committee, a copy of the map accompanying the report is also transmitted.

The communication from the committee is herewith returned.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brigadier-General and Chief of Engineers.*

Hon. W. W. BELKNAP,  
*Secretary of War.*

2 CHANNEL OF MISSISSIPPI RIVER OPPOSITE SAINT LOUIS.

IMPROVEMENT OF THE CHANNEL OF THE MISSISSIPPI RIVER OPPOSITE SAINT LOUIS BY CLOSING CAHOKIA CHUTE.

ENGINEER OFFICE UNITED STATES ARMY,  
*Saint Louis, Mo., January 23, 1875.*

GENERAL: I have the honor to acknowledge the receipt of your letter of the 16th instant, inclosing the following resolution of the Committee on Commerce, House of Representatives:

HOUSE OF REPRESENTATIVES UNITED STATES,  
COMMITTEE-ROOM ON COMMERCE,  
*Washington, D. C., January 12, 1875.*

SIR: At a meeting of the Committee on Commerce, held on the 12th instant, the following resolution was, on motion of E. O. Stanard, agreed to:

"Resolved, That the Secretary of War be requested to communicate with General Simpson, in charge of Mississippi River improvements, with headquarters at Saint Louis, asking him to communicate any information he may have relative to the improvement of the channel of the Mississippi River, opposite Saint Louis, by closing Cahokia chute on the Illinois side, together with any maps he may have, and to report such information to this committee at as early day as possible."

W. A. WHEELER,

*Chairman Committee on Commerce, House of Representatives.*

The Hon. SECRETARY OF WAR.

The question as to the necessity of closing the channel east of Arsenal Island, referred to in the resolution as "Cahokia chute," arises from the construction last spring, by the city of Saint Louis, of a dike jutting out from the west bank at the foot of Bryan street, a few hundred feet below the Saint Louis barracks, (old Saint Louis arsenal,) into the river for 750 feet by actual measurement from the line of the Iron Mountain Railroad, or about 700 feet from the shore line, and directly across the main steamboat channel.

A glance at the accompanying map will show the position of affairs at this point.

As will be perceived the river is divided by Arsenal Island into two channels of nearly equal width, which, for the sake of distinction, I will call the east and west channels respectively.

In order to comply with your letter, it will be necessary to take a brief retrospective view of the whole matter as it appears from information in possession of this office.

Prior to the construction of the embankment on the east side of the river opposite Chouteau avenue, known as the Pittsburgh Coal-Dike, the greater part of the volume of the Mississippi River passed to the east of Arsenal Island along what is known as Cahokia Bend. The western chute was shallow, and at low water is said to have been fordable. At one time the intention of the city officials was to make the wharf-line pass through the island and to wash away the portion of the island to the eastward of the line, and to convert the western chute in time into dry land, repeating the history of Duncan's Island. To carry out this idea, the construction of several dikes was begun; their breaks are visible at low water to this day. Why the project was abandoned I have never learned.

The construction of the Pittsburgh Coal-Dike was followed by immense accretions of land below it in the Cahokia Bend, and the main steamboat channel was transferred to the west of the island along the South Saint Louis front, where it remained with slight variation until obstructed by the dike which is now the subject of discussion. The variation above alluded to was caused by the presence of a number of wrecks of barges



and steamboats near the head of the island, which interfered for a time with the free flow of the water into the west channel. In 1871 my predecessor, Colonel Reynolds, co-operated with the city authorities for their removal so far as to loan them the use of the Government snag-boats for that purpose, they paying the expense of operating the boats. Several wrecks were removed and the free flow into the west channel re-established.

In 1864 the authorities of the city of Saint Louis adopted a line for the wharf from Chouteau avenue to Keokuk street, the then southern limit of the city front. Tracings of this front were obtained from the office of the city engineer a year or two ago, for the purpose of getting minor details to add to the maps of the river made from our official surveys. Although this wharf-line had been long established by the city authorities, no steps of importance had been taken to carry it out, and it was the belief in this office that no immediate work upon the extension was contemplated by the city.

In 1870 Carondelet was annexed to the city of Saint Louis, thereby adding several miles of river-front, and introducing new elements into the problem of establishing the wharf-line. A plan for the extension of the line further south has also been proposed in the office of the city engineer for presentation to the council, but, so far as I can learn, has not yet been adopted by that body. Tracings of this proposed additional extension were also obtained and the lines plotted upon our maps.

The first information that this office received in regard to any steps being actually taken to carry into execution the city ordinance of 1864, in the vicinity of Arsenal Island, pertaining to the eastward extension of the wharf-line, was in the latter part of April last, and I at once addressed a letter to the city engineer upon the subject, and from his reply presumed that but little progress had been or would be made upon it. (See Appendices A, B, C, and D.)

During my absence from the city in the earlier part of the month of May, my assistant in temporary charge, Capt. Charles J. Allen, Corps of Engineers, U. S. A., learning that work on the dike was still in progress, and that it had assumed large dimensions, took immediate steps to ascertain its extent and exact location, and then addressed a letter to the city engineer, requesting him to stop work upon the structure until my return, when the facts, as ascertained, would be communicated to me. (See Appendices E, F, and G.)

It was feared that the effect of this dike and the other dikes necessary in the construction of the wharf-line, would be to deflect a large portion of the water flowing through the west channel into the channel on the east, to the detriment of the first-named channel and possible destruction of both.

Immediately upon my return I addressed to the mayor of the city the following letter:

ENGINEER OFFICE, UNITED STATES ARMY,  
*Saint Louis, Mo., May 21, 1874.*

DEAR SIR: It having been brought to the notice of this office that the city was constructing a stone dike directly across the main channel of the Mississippi River, just below the arsenal, thereby greatly obstructing the navigation of the channel, steps were taken by this office, after some correspondence with the city engineer upon the subject, to ascertain the extent of the same by a local survey. The examination made on the 15th instant showed that the dike in question had been carried to a point 750 feet from the Iron Mountain Railroad track, and that its outer end was only a foot under water at the then existing stage of the river, viz, about 14 feet above low water. The outer end being raised considerably higher than the rest of the dike, the effect of the structure, at present, is to divide the channel, creating strong and dangerous currents around its head. The latter being submerged and only observable

by means of the break in the water surface due to it, is very liable to be struck by vessels, particularly as the dike was built without any notice whatever having been given to pilots or to the public.

During my absence from the city, my assistant, Capt. C. J. Allen, requested Colonel Moulton, the city engineer, to discontinue work upon the structure until my return, in order that a full understanding might be had in regard to it. Colonel Moulton, did not, in his letter of reply, intimate any acquiescence in this request.

The construction of this dike, although open to serious objection, does not present the only nor the principal point which ought to be carefully discussed, before any decided action is taken; and as there is no pressing necessity for wharf facilities on that part of the city front extending from Anna street to the river Des Peres, I respectfully request that work be immediately suspended upon the Bryan-street dike, and also that the city council defer for the present action upon the extension of the wharf-line from Keokuk street southward. The ground upon which I base this request is that, while desiring to favor all improvements designed to furnish facilities for local trade, or even to serve private interests, the United States claims the right of conservancy in any matter affecting the navigation of the rivers; and therefore, as its representative, I cannot in silence see a project inaugurated which may eventually require works on the part of the Government to remedy; a state of affairs which may be the undesigned effect of private or municipal enterprise.

The construction of the wharf-line as already established, by ordinance, and the continuation proposed by Col. J. B. Moulton, may reasonably be expected to produce a radical change in the navigable channel. In fact, it proposes to convert the whole of the present navigable channel, for a length of 12,000 feet, into dry land; and in front of Carondelet there would be only 900 feet of clear width left between the wharf-line, as proposed, and the outer end of one of the railway inclines already built on the east side. These and other facts appear from a projection of the proposed wharf-lines upon the maps of this office. Considering that the interests of the two sides of the river may conflict, and that some limit must be placed to the encroachment upon the bed of the river, the necessity for the exercise of the right and power of conservancy on the part of the United States is apparent. In order to establish beyond all controversy the facts, a survey of the shore-line from the arsenal to the Des Peres will be made by this office, and I have the honor to request that a competent person be detailed from the city engineer's office to accompany the party and identify the streets, that an accurate location and connection may be made with the city-blocks, and a map projected therefrom, the correctness of which, as regards the location of the streets, shall be recognized by both parties. It will then be possible to lay down a wharf-line which may be acceptable to all concerned, and at the same time not be detrimental to navigation.

Very respectfully, your obedient servant,

J. H. SIMPSON,

*Colonel of Engineers, United States Army.*

HON. JOSEPH BROWN,  
*Mayor of Saint Louis.*

The result of this letter was a conference with the mayor, city engineer, and members of the harbor committee of the Saint Louis City council at the mayor's office, (see Appendix H,) when, after a full discussion of the subject, the harbor committee adopted the following resolution:

COMMITTEE-ROOM,

*City Hall, May 22, 1874.*

*Resolved*, That the city engineer be, and he is hereby, instructed to suspend work on the Bryan-street dike until the United States harbor engineers, in conjunction with the city engineer, make a survey of the shore near Arsenal Island, with instructions that he report progress to this committee two weeks from this date.

HERMON RECHTIEN,

*Chairman Harbor Committee.*

The survey referred to in the resolution I considered necessary, as the effort to adjust the lines of the city front to our lines of survey had developed discrepancies at several points, the rectification of which was necessary to a full understanding of the matter, as well as to place beyond dispute the positions of the points referred to. Accordingly a party was organized under the charge of a gentleman holding a position under the city engineer's department to make a complete survey of the city from a point above the arsenal to Elwood street, and to carefully

meander the Illinois banks for the same distance, and also the banks of the island.

The surveys and examinations of the locality in question were kept up during the past season, and the results have shown that the effect of this dike, thrown, as it was, directly across the main steamboat channel, where a strong current had existed, as well as the greatest depth, and toward the head of Arsenal Island, has been to cause, at low or mean stages of the river, an increase in the flow of water through the eastern channel to the detriment of the channel to the west, besides causing the destruction of considerable land along the Illinois main shore, and threatening further injury of the same nature. Considerable wash has also taken place on both banks of the island. The eastern channel has afforded this season the best water and sufficient for the demands of navigation, but this fact cannot be accepted as a guarantee that the interest of general navigation will not be impaired another year, should no steps be taken to counteract the pernicious effects of the Bryan-street dike. As the banks of Arsenal Island are washed away on both sides, there is a fair prospect that the high part of the island may be reduced to a narrow ridge with an extensive flat bar, or beach, on each side, if indeed the whole island should not reduce in time to a middle ground, submerged at high and ordinary stages of water, with a shallow channel on each side.

Actual measurements of the discharge of the river at this point, taken on the 4th and 5th of December last, showed that more water, expressed in cubic feet per second, flowed west of the island than on the east; but the fact of one channel carrying a greater quantity of water than another does not necessarily prove it the better of the two. The discharge being a product of the mean velocity by the area of cross-section, and the latter a function of width and depth, it is at once apparent that a moderate discharge may obtain, consequent upon a small mean velocity, through an enlarged section. And this has been the case in the east channel, at Arsenal Island. The dike has caused large deposits of sediment and sand both above and below it, also between its outer end and the head of the island opposite, causing shoalness at the crossings. Soundings taken repeatedly during the summer and fall have shown the greatest depth and the best water to exist through the east channel and on its crossings; and this channel has been habitually used during the low water of the past season by steamers and tugs—a further proof of the effect of the dike upon the west channel.

Before the dike was constructed the width of water-way was 2,350 feet. Its construction narrowed the west channel down to 1,600 feet, and, as a natural consequence, the water, finding its free progress barred, followed the line of least resistance, through the eastern channel.

It is claimed by the city that the encroachment on the water-way proposed is necessary in order that streets, with admissible grades, may lead to the water-edge. If the encroachment, by the adoption of the proposed wharf-line, is a necessity, either present or future provision should be made for it now, in order that the limits of dikes and other similar works on the Illinois side of the river may be fixed beyond danger of any radical future alteration. My views in this matter were concurred in by the city authorities, as may be seen by the following correspondence:

MAYOR'S OFFICE,  
Saint Louis, December 15, 1874.

DEAR SIR: The subject of the proper improvement of the channel of the river opposite the lower portion of the city has been a subject of serious consideration with the

city authorities for some time, and I have had the pleasure (in an official capacity) of examining the river in company with yourself and others representing the General Government.

I have also had some correspondence with his excellency, Governor Beveridge, on the subject, and numbers of individuals in both the States of Illinois and Missouri have expressed an anxious desire that some action should be taken so that the channel of the river in that locality should be properly and permanently fixed, so that improvements on both sides of the river could be intelligently made, and protected when made.

There is also every probability of a bridge being built in this locality, and it becomes highly necessary that the permanent metes and bounds of the river be fixed at an early day. This question involves the interests of a large number of persons in both the States of Illinois and Missouri, and, until settled and made permanent by proper means, deters any great degree of improvement on either side of the river; and in view of the fact that it not only involves the interests of the citizens of two States, but of the commerce of the entire Mississippi Valley, makes it a proper object for the General Government to deal with.

The location of the bridge in this locality would seem to make it imperatively necessary that the channel of the river should be made to follow the rock-bound shore, on the western side of the river, and in order to secure which it would be necessary to project one or more dikes from the Illinois shore, besides revetting the head and a portion of the western side of Arsenal Island, and thereby securing a straight and permanent channel.

I trust, however, that you will not consider that I am attempting to dictate how the improvement shall be made, but only to urge upon you the necessity of a permanency being given to the channel at that point, and that you will lay before the General Government some plan for the removal of the difficulty now so much complained of.

With sincere regard, I am, sir,

General J. H. SIMPSON,  
*United States Engineer Corps.*

JOSEPH BROWN, *Mayor.*

ENGINEER OFFICE, UNITED STATES ARMY,  
*Saint Louis, Mo., December 17, 1874.*

SIR: I have the honor to acknowledge the receipt of your letter of the 15th instant, desiring me to bring before the General Government the matter of fixing definitely the metes and bounds of the Mississippi River in front of the lower portion of the city of Saint Louis, and of permanently securing the limits so defined.

Recognizing the necessity of an authoritative settlement of these questions, I have collected the facts, by survey of the locality, and the maps are completed. I am therefore prepared to answer a call for information when made.

In order that the matter may be brought before the proper authorities in due form, I would respectfully suggest that you obtain, through your representatives, a call by Congress upon the Secretary of War for information and recommendations upon the improvement and preservation of the harbor at Saint Louis.

Very respectfully, your obedient servant,

J. H. SIMPSON,  
*Colonel of Engineers, U. S. A.*

HON. JOSEPH BROWN,  
*Mayor of City of Saint Louis.*

MAYOR'S OFFICE,  
*Saint Louis, December 21, 1874.*

DEAR SIR: I have the honor to acknowledge your note of the 17th instant, and to thank you for your prompt attention to the subject, which is one of very great importance to the city of Saint Louis.

In accordance with your suggestion, I shall communicate with our representatives in Congress, and request their prompt action in the way indicated by you.

Very respectfully,

JOSEPH BROWN, *Mayor.*

General J. H. SIMPSON,  
*United States Engineer Corps.*

On the Illinois side of the river, below the foot of the island, are several railway-inclines, leading over the bar to the edge of the water, and also a road-bed from the newly-established iron-works at Bessemer. The landing at the heads of these inclines has not been so good this year as last, owing to deposits of sand along its front, and also the change in direction of the resultant current of the two channels, the volume

through the eastern channel having been increased this season. Accretions to this sand-bar along the Illinois front are not so desirable to the parties who own it as a deep-water landing, and shoaling can only be prevented by a proper engineering solution of the problem. This question affecting the channel at Arsenal Island is by no means a new one, but, ever since the establishment of this office in Saint Louis, has received full attention.

The board of United States engineers, convened here in February, 1872, passed upon the matter in the following words:

The channel east of Arsenal Island is now receiving large contributions of sediment. The channel should be watched, and, if observation show that there is danger of the river leaving the channel to the west, (of the island,) prompt means should be taken to close the eastern channel. (See page 365 Report Chief of Engineers, 1872.)

The contingency contemplated by the board has unquestionably arisen, and, as the facts above show, is the undesigned consequence of the acts of the city of Saint Louis. The city now joins with the other parties locally interested, asking the General Government to remedy the evil by closing Cahokia chute. Where the acts of one party injure or tend to injure others, the Government should certainly interfere; but it would be establishing a dangerous precedent for it to assume, without protest at least, the burden of remedying the evil done. In general, the abatement of a wrong should be demanded of the party at fault by removing the cause. In this case the evil arises from the inauguration of what is claimed to be an important public improvement. In similar cases every man is required to exercise his rights so as not to infringe upon the rights of others. As between the city of Saint Louis and the United States, the latter, standing as the guardian of the interests endangered, might properly hold the city to its responsibility and secure the rights of other parties by demanding suitable guarantees. Under such conditions the city may continue extending its wharf-line as proposed, provided the channel east of Arsenal Island is first closed by a high dike or causeway reaching from the main shore to the island; the water-way above the head of the island regulated by the construction of necessary jetties on the Illinois side below the Pittsburgh coal dike, and the integrity of the channel further guaranteed by sloping and revetting the west face of the island to secure the proper area of cross-section for the various stages of water, the dimensions to be limited by the General Government. In order to obtain uninterrupted communication along the entire city front, and free transit from shore to shore, the river for the whole distance will have to be eventually brought to a uniform, or nearly uniform, width. The dikes, railroad-inclines, &c., below the island can, with hardly any expense, be adjusted to meet the requirements of the proposed wharf-line, if the location of the latter can be fixed at an early day.

The spurs or jetties necessary to the construction of the city wharf-line should be restricted to sections, or lengths of dikes, from 100 to 200 feet at a time; in other words, the encroachment upon the channel should be gradual and systematic. The removal of a number of existing wrecks in the western channel should also be understood as forming part of the work necessary to render the channel navigable under the proposed new conditions. Closing the eastern chute by a low dam or dike, raised to a height of about 8 feet above low water, and revetting the head and a portion of the west bank of the island, would insure the permanence of the west channel at low water, and would probably be preliminary to the construction of a high dike. But as the case now stands, with the Bryan-street dike in position and the consequent mu-

tations of the channel, nothing but thorough fixation of the banks will answer the demands. If the Bryan-street dike is to remain in position as it is, the projected wharf-line had better be carried out, in which case a high dike to close the east channel becomes absolutely necessary. A low dam, as discussed above, would not meet all the requirements in this case, though securing all that would be desired in the interest of navigation, and securing the present purpose of the city of Saint Louis. The interests of general navigation require uninterrupted passage for boats along the channel, that is, measured in the direction of the river's length; but to improve the harbor in the interest of commerce (if my distinction between commerce and navigation be correct) deep water is required all the way across in order to facilitate landings on either side. Local improvements on rivers to facilitate commerce would hardly seem to come within the province of the General Government; at least should be considered as entirely foreign to river improvements as popularly understood and demanded.

In order to secure such facilities along the Illinois front, opposite South Saint Louis, (formerly Carondelet,) it is essential that the water should at all stages be confined to the western side of Arsenal Island. At present the pressure of the current coming from the Cahokia chute holds the water against the Carondelet front, giving shoal water on the Illinois side. If the chute be closed by a high dike, entirely excluding the water, then the current can come directly from the western channel, in a direction favorable to a more uniform distribution of depth in front of Carondelet. This correction of the direction is also essential to the location of the proposed Saint Clair and Carondelet bridge, as fully set forth in the report of the board of engineers, convened August 7, 1874, by Special Order No. 65, dated headquarters Corps of Engineers, June 1, 1874, constituting Executive Document No. 18, House of Representatives, Forty-third Congress, second session, which says:

Under present conditions the river flows past the lower part of Saint Louis and Carondelet in the way most advantageous to local interests and to a safe passage of the proposed bridge. In fact, it is an essential condition to the acceptance of this site that all possibility of a return of the river to Cahokia Bend should be removed; and it is likewise greatly to the interest of the city of Saint Louis. In this connection the board would state that the city is now engaged in extending and straightening its water-front, from the arsenal to the river Des Peres, by building spur-dikes out into the river. They are decidedly of opinion that while such a course will be proper and useful after Cahokia Bend has been effectually closed, they think that until that is done it is a hazardous experiment, which may at any time defeat its object by driving the river into the bend, whence it would be very costly and difficult to turn it. They would, therefore, recommend that the city be prevented from continuing their work until the closing of the bend shall enable them to do so with safety.

It is, therefore, a vital matter to the acceptance of the bridge-site, and an important matter to the city of Saint Louis, that the Cahokia Bend should be closed by a dam, or that similar means should be taken to hold the channel against the western bluffs.

This work is not necessary to the security of navigation under present conditions, but it will become essential should the construction of the bridge compel navigators to pass through a fixed and comparatively narrow channel. If, therefore, the bridge be built on this site, its builders should be compelled to hold the channel against the bluffs for a sufficient distance above the bridge to make access to it safe and convenient.

The board would, therefore, make the following recommendations:

1. The acceptance of site No. 2 on the condition of the bridge company taking suitable precautions to perpetually maintain the river-channel against the western bluffs.

The interests involved in the question may be briefly stated thus:

1. The city of Saint Louis, to enable her to carry out a proposed system of wharf and street improvements.

2. The riparian proprietors, in the areas of valuable ground they would gain by accretions, or have secured from erosion.

3. The railroad and iron companies, who own and use the inclines and transfers at East Carondelet.

4. The corporators of the Saint Clair and Carondelet Bridge, in securing one of the essential conditions required for the location of their bridge.

5. The people of the United States, to the extent of securing a good navigable channel in the river at a locality which has never been complained of as yet, but which, if left alone, would, when the general improvement has reached an advanced stage, require to be deepened and secured.

In recognition of the ultimate necessity for the closing of the Cahokia Chute, the report upon the improvement of the Mississippi, recently forwarded from this office, contains an estimate of \$100,000 for work at Arsenal Island, though it was considered probable that local interests would require the closing of the chute at an earlier date than the navigation interests, and that the United States would be relieved of the necessity of partnership in a work that would be so closely related to local and individual interests.

Another reason for hesitating to engage in this work is, that the island, beyond question, belongs to the State of Missouri, and is not only the property of the city of Saint Louis, but is also included in her corporate limits, and the connection of the island with the Illinois shore, with the expectation that the channel (which is now the boundary between the two States) will be filled up, involves delicate questions of State relation which ought to be settled before the work is undertaken.

The map accompanying this report shows the river from the Illinois and Saint Louis bridge to the southern limit of the city of Saint Louis, at the river Des Peres. The red lines along the west bank of the river represent the wharf and street lines proposed by the city. The blue lines on the same side represent a wharf-front that would encroach upon the river-bed as little as is consistent with regular lines. The final location may be anywhere between these limits, if the city will accept the conditions which ought to be imposed, as already specified. A red line is also drawn parallel to the proposed wharf-line, and distant 1,520 feet, extending from the Illinois and Saint Louis bridge to the lower limit of the map, which is recommended as the limit of encroachment from the Illinois side. Where this line cuts the island it should be required that a sloping and revetment of the island-face should be made, as fast as the island is washed away, to this line.

The red lines, in extension of the Cahokia dikes, show certain proposed methods of closing the chute, as also the red line across the chute, near midway of the island.

The proposition to close the chute by repairing, raising, and extending the Cahokia dikes has been suggested chiefly on account of supposed economy by utilizing the existing dikes. It would be necessary to extend the old dikes out to the line defining the east front, and then to turn down stream, following the line to the head of the island, where the dike must merge into the revetment of the island. On the supposition that this dike is a low one, it would also be necessary to revet the head of the island and a portion of the east side, say 1,000 feet in length, at an estimated cost for the whole work of \$104,000, if the upper and longer dike be followed, and \$90,000 if the lower or old dike shown on the map be used. This method would not certainly effect the closing of the chute, as there would be danger that a channel might be cut at high stages in the rear of the dike, between the inner end and the high bank, the interval being now occupied by a dry sand-deposit, which would readily yield to the current.

The proposed dam, midway of the island, would be 2,300 feet in length, and each end would rest against as high ground as can be found in the vicinity, where there would be little danger of the dam being flanked. A low dam at this site would cost \$75,000, showing a clear advantage in favor of the lower location, both in security and cost. A similar advantage rests with the lower location, if the conversion of a low dam into a high dike be considered, as appears by comparison of the length of 2,300 feet with 5,350, the distance from the high bank to the head of the island, following the Cahokia dike, of which 2,250 feet would be in water, and present the same difficulties as would be encountered at the lower location. No estimate of the cost of conversion of the low dam into a high dike can now be given. The low dam must of necessity be built in order to prepare the way for a high dike. Therefore, if Congress should see fit to order the work, provision for the low dam is all that would be required the first year; and the conversion into a high dike, not being a matter in which the United States are interested, should be left to the persons interested jointly or severally.

In conclusion, I would say that I have, in the foregoing, presented the subject of the closing of Cahokia Chute in all the relations which have become apparent in the course of my examinations; but the matter is so complicated with local, individual, and State interests, foreign to the legitimate province of an engineer officer, that I am compelled to withhold any recommendation, other than to state my opinion, that the whole matter is deserving of the attention of Congress, and of such legislation as will define the rights and regulate the conduct of the several parties interested, and remove the possibility of a contest between the two States as to the jurisdiction over this island, which may, and probably would, become very valuable if the project proposed is carried out.

Appended will be found, besides the letters referred to in the body of the report, some correspondence with the governor of the State of Illinois, (Appendix I and K,) and Mr. Adolphus Meier, president of the Meier Iron Company, (Appendix L and M.)

The map referred to is forwarded in a separate package by the same mail.

I return the letter of the chairman communicating the resolution of the Committee on Commerce.

All of which is respectfully submitted.

J. H. SIMPSON,

*Colonel of Engineers, and Bvt. Brig. General U. S. A.*

Brig. Gen. A. A. HUMPHREYS,

*Chief of Engineers, U. S. A.*

A.

ENGINEER OFFICE, UNITED STATES ARMY,  
*Saint Louis, Mo., April 30, 1874*

DEAR SIR: It has been brought to my notice that a change is now in progress in the city wharf-line, below the arsenal, by the construction of dikes, &c., for that purpose by the city or by individuals. As this change would in either case come within the range of your supervision as city engineer, will you oblige me by informing me, at your earliest convenience, as to the facts and proposed plan? You will also greatly oblige me by furnishing this office, if convenient, a tracing or sketch of the latest wharf-line authorized by the city council.

Very respectfully,

J. H. SIMPSON,

*Colonel of Engineers, U. S. A.*

Col. J. B. MOULTON,  
*City Engineer.*



B.

CITY OF SAINT LOUIS, CITY ENGINEER'S DEPARTMENT,  
*Saint Louis, May 1, 1874.*

GENERAL: Your note of yesterday is before me. The city council has not established any line of the wharf south of the south line of Keokuk street, produced. I have, however, made a map embracing a wharf-line from that point to the south line of the city, at mouth of the river Des Peres, which will be sent to the council this month. I will send you a tracing of the shore and wharf line, as proposed, in a day or two. The extension of the dikes will not form a prominent feature in public work this year, but will of course eventually extend to whatever wharf-line may be established hereafter.

Respectfully,

J. B. MOULTON,  
*City Engineer.*

Bvt. Brig. Gen. J. H. SIMPSON,  
*Colonel Corps of Engineers, U. S. A.*

C.

ENGINEER OFFICE, UNITED STATES ARMY,  
*Saint Louis, Mo., May 1, 1874.*

DEAR SIR: I am obliged to you for the information imparted by your letter of to-day in reply to mine of yesterday, but there is one part to which you have not given me any information. It is with regard to the construction of a dike or dikes, about the foot of Clemens street. Under whose authority are these dikes being constructed, and according to what plan, and to what extent is it proposed to construct them this season? Will you be pleased to inform me?

Very respectfully,

J. H. SIMPSON,  
*Colonel of Engineers, U. S. A.*

Col. J. B. MOULTON,  
*City Engineer.*

D.

CITY OF SAINT LOUIS, CITY ENGINEER'S DEPARTMENT,  
*Saint Louis, May 4, 1874.*

GENERAL: I inclose ordinance No. 8560, (street near Clemens; no dike on Clemens.) This dike, when finished, will extend to the outer wharf-line, about 750 feet east of the present high bank of the river. What we are now doing is to put in the bottom stone, which will be gradually raised until it takes the shape of the cross-section of a completed wharf. The cost will probably be \$20,000, so that, until further appropriations are made, not much more can be done. For the reason that we do not know how much will be appropriated by the council next month, we cannot say how far we can progress with it this year. The \$2,500 mentioned in the ordinance is exhausted. If you have not got a map of the wharf-line as established from Keokuk street to the United States arsenal in 1864, we will try to find time soon to send you a tracing. From Keokuk south, I have a tracing nearly ready for you, as it will be proposed to the council soon.

Respectfully,

J. B. MOULTON,  
*City Engineer.*

Bvt. Brig. General J. H. SIMPSON,  
*Colonel Corps of Engineers, U. S. A.*

8560.

*An ordinance to improve the harbor opposite Bryan street.*

Be it ordained by the city council of the city of Saint Louis: Section 1. The city engineer is hereby authorized and directed to construct a stone spur dike 8 feet above low water, to connect the present high bank of the Mississippi River, east of the Iron

## 12 CHANNEL OF MISSISSIPPI RIVER OPPOSITE SAINT LOUIS.

Mountain Railroad, with the east line of the wharf as established by ordinance number fifty-four hundred and three, at the foot of Bryan street, in a linear continuation with the south line of said street.

Section 2. The sum of twenty-five hundred dollars is hereby set apart, out of the harbor fund, for the construction of said dike.

Approved July 11, 1873.

E.

ENGINEER OFFICE, UNITED STATES ARMY,

*Saint Louis, Mo., May 14, 1874.*

DEAR SIR: Your letter of the 4th instant to this Office stated that the dike at the foot of Bryan street (just below the arsenal) had only been commenced under an appropriation of \$2,500, made by the city of Saint Louis last July for that purpose, and that its construction could not be continued for the present, owing to the exhaustion of the above-mentioned appropriation. Also, that it was the intention to raise the dike gradually, and to give the longitudinal section the form of a completed wharf. Mr. Moulton, Jr., stated to me, in addition, that the dike, so far as carried out, was to have its upper surface at the level of low water. Instead, however, the construction of the dike has continued, and, in the absence of further appropriations from the city, (I do not learn that any have since been made,) it would seem as if this work were being done by irresponsible parties who might not be answerable for damage to vessels, accruing from their action.

From recent information furnished this Office, I learn that the dike has been prolonged to a point about 600 feet from the west shore, and that its outer end is now 14 feet, at least, above the plane of low water.

I am not prepared at this moment to express an opinion as to the absolute effect of this dike, as constructed, upon the future navigation of the river, but will say that if the United States Government is to continue its system of river-improvement in this vicinity, it is of the first importance that its work and that of the city be in correlation. It would be manifestly unjust to allow the city to construct works in the vicinity of Arsenal Island, without some guarantee against the producing a state of affairs the correction of which would perhaps cost the Government many thousands of dollars, to say nothing of possible damage to navigation.

In view of these facts, I would respectfully ask you, as all rectifications of the city-wharf lines must come under your jurisdiction, to cause the parties who are extending or raising this dike to desist, for the present, until Colonel Simpson, the superior officer in charge of the improvement of this piece of river, returns to the city. He is expected to return in about a week.

Very respectfully, your obedient servant,

CHAS. J. ALLEN,

*Captain of Engineers, Brevet Major. U. S. A.*

Col. J. B. MOULTON,  
*City Engineer.*

F.

CITY OF SAINT LOUIS, CITY ENGINEER'S DEPARTMENT,

*Saint Louis, May 15, 1874.*

DEAR SIR: I received your letter of the 14th instant, requesting that the city stop work at the Bryan-street dike until General Simpson returns to the city, &c. Since I sent you a note a few days since, stating that the appropriation was exhausted for this dike, the harbor committee held a meeting and directed the work to proceed to the extent of an expenditure of \$10,000, which will not raise it to full height, and our present intention is to limit the work in its extension east to the outer deposit of stone as now placed, until further appropriations. By some means I think you have not comprehended the character of the work in progress. You have, I believe, a tracing of the outer line of the wharf as established in 1864, which, at this point, is about 740 or 750 feet out from the bluff bank as it exists at this date, and no stone has yet reached this limit. We have, therefore, not done anything to derange the work contemplated on the Illinois shore by the Government tending to contract the channel. If, however, it be the wish of the United States to have the established wharf-line set back, and design to ask the city to make such a change, I will, on request, ask the council committee on harbor to meet and receive any proposition you wish to send to them, or wish personally to make.

Respectfully,

J. B. MOULTON,  
*City Engineer.*

Major ALLEN, *United States Army.*

G.

SAINT LOUIS, May 15, 1874.

SIR: In accordance with your instructions, I made to-day an examination of the new stone dike being built below the United States Arsenal by the city of Saint Louis.

The dike starts from the right bank of the river, about twelve hundred feet below the southern wall of the arsenal-grounds, and is built into the river nearly at right angles with the general direction of the shore. It seems to be in an unfinished state, and its top is very irregular. In some places I found fifteen feet of water over the dike, while near its outer end and about six hundred and fifty feet from the present shore-line, or seven hundred and fifty feet from the Iron Mountain Railroad track, is a heap of rock with but one foot of water over it.

The surface of the river at the gauge between Market and Walnut streets was this morning fourteen and three-tenths feet above low water of 1863, about a mean navigable stage.

From the present appearance of the dike it is difficult to tell what results its designers expect it to achieve. The overfall of the water, in some places, has scoured out the sand to a depth of thirty feet, and this sand must be deposited again somewhere farther down the river. The rock-pile near the outer end of the dike "divides the water passing west of Arsenal Island into two parts," which cannot be beneficial to navigation, and this same pile of rock, from its location, in darkness, a fog, or when the wind confounds its ripple with the general roughness of the waves, is a dangerous obstruction to navigation.

I noticed that the steamboat Belle of Shreveport, in going down river to-day, barely missed learning this last fact.

The Saint Louis harbor boat, this afternoon, set a buoy outside the dike.

I am, very respectfully, your obedient servant,

• CHARLES S. TRUE,  
*Assistant Engineer.*

Major C. J. ALLEN,  
*Captain of Engineers, U. S. A.*

H.

MAYOR'S OFFICE,  
*Saint Louis, May 22, 1874.*

DEAR SIR: Referring to your communication of yesterday to Mayor Brown respecting the construction of dike in harbor, you are respectfully requested to meet mayor, harbor committee of council, and city engineer this p. m. at 3 o'clock at this office.

Respectfully,

D. H. MACADAM,  
*Secretary.*

By order of mayor.

Col. J. H. SIMPSON,  
*United States Engineers.*

I.

STATE OF ILLINOIS, EXECUTIVE DEPARTMENT,  
*Springfield, June 22, 1874.*

SIR: I am advised that the authorities of the city of Saint Louis are building a dike in the Mississippi River, from the Missouri shore, near Arsenal Island, the effect of which is to change the main channel of the river, and throw it east of the island upon the Illinois shore, not only obstructing navigation, but doing great damage to the State of Illinois and to the private rights of its citizens.

I am not aware of any congressional authority for the construction of this dike, and I respectfully ask that you, as a United States officer, use your influence to protect the interests of this State and its citizens, and to prevent this wrong.

I am, sir, yours, very respectfully,

JOHN L. BEVERIDGE,  
*Governor.*

General JAMES H. SIMPSON,\*  
*United States Engineer.*

K.

ENGINEER OFFICE, UNITED STATES ARMY,  
*Saint Louis, Mo., June 23, 1874.*

SIR: I have the honor to acknowledge the receipt of your letter of the 22d instant calling on me, as the United States engineer officer in charge of the improvement of the Mississippi River between the mouth of the Missouri and the mouth of the Ohio River, to protect the interests of the State of Illinois and of its citizens from the effects of a dike in process of erection by the city of Saint Louis, from the Missouri shore, opposite the head of Arsenal Island.

In reply, I respectfully state that on the 21st ultimo, I addressed a communication on this subject to the mayor of this city, in which I requested a suspension of the work on said dike until a survey could be made, which would develop all the facts in the case, when a report would be submitted to the Government, and such action advised as might be found proper in the premises. A copy of this letter is herewith inclosed.

It gives me pleasure to state that the mayor promptly ordered a suspension of the work on the dike, and that the survey to ascertain all the facts bearing on the matter is now being prosecuted under the direction of this office; but it is believed that no final report can be made until the river shall have reached its lowest stage, or until about next autumn, when the dike referred to will have developed its utmost tendencies. Meantime it is important that the suspension of work on the dike be continued to that date.

I will further say that the United States Engineer Department has been fully advised of the action of this office.

Very respectfully, your obedient servant,

J. H. SIMPSON,  
*Colonel of Engineers, U. S. A.*

His Excellency JOHN L. BEVERIDGE,  
*Governor of Illinois.*

L.

OFFICE OF MEIER IRON COMPANY,  
*Saint Louis, December 17, 1874.*

DEAR SIR: Having suffered some damage and being threatened with more by reason of the change in the river channel opposite the lower portion of the city, consequent upon the building of the Bryan-street dike, we notice with satisfaction your correspondence on the subject with the mayor of this city some time ago.

We feel assured that you understand the technical features as well of the evil as of the various remedies proposed.

We therefore beg to lay before you only those points in which we and the citizens and corporations in our neighborhood suffer most damage.

They are:

1st. The dangers and difficulties of navigation ensuing from the substitution of a shifting, sinuous channel along a soft bank for a comparatively straight and fixed one along a rock-bound shore.

2d. Loss of valuable land on the Illinois side, from the cutting of the current along the concave shore, which land, being on the level of high-water of 1844, can never be regained by accretion.

3d. Prospective danger from this source to manufacturing town and railway corporations in the vicinity.

4th. Impossibility of locating the channel-spans of the Saint Clair and Carondelet bridge until the course and width of the channel are authoritatively established.

5th. The formation of a bar at some 100 yards from the Bessemer landing, obstructing that, as also interfering with the railway transfer and the wagon-ferry below.

6th. Greater danger of ice-gorges.

7th. Unfeasibility of any permanent wharf for shipping and receiving for the iron-works until the channel-line is established. Your familiarity with the river interests would make a further elaboration of these points appear superfluous.

We therefore respectfully request of you such report or other action in the matter as may enable the Congressmen of the districts involved on both sides of the river to take measures looking to throwing the correction of the present evil and the prevention of all future dispute regarding the lower harbor channel into the hands of the United States Engineer Department, where we feel sure the matter will be settled in the interests of exact justice and according to sound engineering principles.

We desire further to add that we deem it of paramount importance to the city, the steamboat, railroad, and all manufacturing interests of this vicinity, that the channel

along the whole present and prospective river front of Saint Louis be definitely located as to course and width, that the works establishing and controlling this channel should be made to conform to some general plan of the United States Engineer's Department, as under the present want of system a work intended by one party to correct an evil at one point causes a greater damage to some other party in some other locality, so that all the interests above enumerated must suffer alternately.

We have the honor to remain, general, most respectfully, your obedient servants,

THE MEIR IRON COMPANY,

By ADOLPHUS MEIR,

*President.*

General J. H. SIMPSON,  
*United States Engineer Corps.*



M.

ENGINEER OFFICE, UNITED STATES ARMY,  
*Saint Louis, Mo., December 19, 1874.*

SIR: I have the honor to acknowledge the receipt of your courteous letter of the 17th instant, giving your views of the evil effects of the dike built by the city at the foot of Bryan street. The inclosed copy of a letter addressed to the honorable mayor of the city on the 17th instant, in reply to one from him on the same subject, dated the 15th, which you have doubtless seen in the journals of the city, will show you the present status of matters in this regard.

Very respectfully, your obedient servant,

J. H. SIMPSON,

*Colonel of Engineers, U. S. A.*

ADOLPHUS MEIR, esq.,  
*President Meir Iron Company.*

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SAN JACINTO RIVER, TEXAS.

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REPORT  
OF  
THE ENGINEER DEPARTMENT,  
RELATIVE TO

*Examination of obstructions to the navigation of San Jacinto River, Texas.*

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FEBRUARY 13, 1875.—Referred to the Committee on Commerce and ordered to be printed.

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OBSTRUCTIONS IN SAN JACINTO RIVER, TEXAS.

UNITED STATES ENGINEER-OFFICE,  
*New Orleans, La., February 5, 1875.*

GENERAL: I have the honor to return herewith the letter of John Shearn, president Houston Direct-Navigation Company, addressed to Hon. R. Q. Mills, sent me with Engineer Department letter of January 15, directing examination of the obstructions therein named, with report as to the probable cost of their removal.

I also inclose copy of a report by Lieut. J. B. Quinn, Corps of Engineers, U. S. A., giving the information and estimate required; also copy of a letter from John Shearn, president Houston Direct-Navigation Company, giving information as to the commercial importance of the channel obstructed.

Very respectfully, your obedient servant,

C. W. HOWELL,  
*Capt. of Engineers, U. S. A.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers, U. S. A.*

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REPORT OF LIEUTENANT JAMES B. QUINN, CORPS OF ENGINEERS.

GALVESTON, TEXAS, *January 31, 1875.*

SIR: In pursuance with your instructions, contained in your letter of 19th instant I have the honor to make the following report.

I have conferred with those principally interested in the navigation of the locality where the obstructions in the channel of the San Jacinto River are located, and have furthermore made a personal examination of the situation with a view to the completion of such information as is necessary to arrive at a perfect understanding of the cause,

The obstructions were placed in the river by the confederates during the late war,

to prevent the Federal gunboats from ascending the San Jacinto River, and prove at present to be a very great obstacle to the commerce depending upon the navigation of this locality, besides materially impairing the navigableness of the river above them, through causing the sedimentary material borne by the San Jacinto River during periods of high water to deposit in the channel above.

Lying directly across the channel of the river at a point where the course changes from south to east, the deflection of the current has caused a very great increase in the acuteness of the angle existing in the channel at this point, and thereby increasing the difficulties attending the passage of the obstructions. The rapidly-increasing importance of the commerce between Galveston and the interior of Texas, which passes the obstruction, points the necessity of removing this obstacle to navigation at as early a date as possible, and before the difficulties of removal are increased by the addition of wrecks resulting from vessels being stranded upon them.

At present, the value of the commerce which passes these obstructions each year exceeds \$15,000,000, exclusive of the value of the vessels, (see letter annexed,) and it is possible that a single disaster resulting from a collision with these obstacles would greatly exceed the cost of their removal.

The obstruction consists of flats and scows filled with shells and sunk, one upon another, till the surface of the water is reached at low tide, and are further secured in position by piles driven at intervals of 4 feet.

The whole length of the obstruction does not exceed 500 feet; and it is believed that the work of removal when done by contract will not exceed \$15 per running foot, or \$7,500 for the work.

If the Government dredge, now at Galveston, could be used by the contractor, the work might be done for a little less, say \$6,000.

The obstructions are located about two miles from Clopper's Bar Light-House, and in the collection-district of Galveston, Texas.

Very respectfully, your obedient servant,

JAMES B. QUINN,

*First Lieutenant, United States Engineer.*

Capt. C. W. HOWELL,

*Corps of Engineers, United States Army.*

## COMMERCIAL STATISTICS.

### OFFICE HOUSTON DIRECT-NAVIGATION COMPANY.

*Houston, January 30, 1875.*

DEAR SIR: In reply to your inquiry respecting the trade passing over the route obstructed by the "obstructions" placed in the San Jacinto River during the late war, I beg leave to state, viz:

The vessels of this line, using the channel desired to be relieved, comprise 4 steamers, (about 1,700 tons,) 26 barges, (3,250 tons,) and 3 steam-tugs, (about 75 tons.) Our steamers make daily trips to Galveston, carrying cotton, hides, wool, tallow, other products, and passengers, returning with assorted merchandise and passengers from Houston and points on the San Jacinto River, and Buffalo Bayou, and for the interior of Texas. Our barges and tugs are engaged in the business with Galveston, and with vessels in the Gulf of Mexico, and in the harbor of Galveston, carrying freight direct from these to Houston.

In addition to the vessels of our line, there are a number of steamers, tugs, and barges engaged in the trade with Galveston, which use this channel; also a considerable number of sail-vessels engaged in the lumber and shingle trade with Texas, Louisiana, Florida, and Alabama ports. The cargoes of these vessels are mostly for the interior of Texas, being shipped by the railroads entering at Houston.

The trade between Galveston and the Gulf and Houston, via this route, is constantly increasing. About one-half of the products of the interior, and merchandise intended for the interior, tributary to Galveston Harbor, passes over this route, amounting in value to about \$15,000,000.

Your obedient servant,

JOHN SHEARN,

*President Houston Direct-Navigation Company.*

Lieut. J. B. QUINN,

*United States Engineer.*



HOLSTON AND TENNESSEE RIVERS.

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LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

*The improvement of the navigation of the Holston and Tennessee Rivers.*

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FEBRUARY 3, 1875.—Referred to the Committee on Commerce.  
FEBRUARY 13, 1875.—Ordered to be printed.

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WAR DEPARTMENT,  
*January 27, 1875.*

The Secretary of War has the honor to transmit to the House of Representatives, in compliance with the resolution of the House, of the 22d ultimo, a copy of a report on survey, in relation to the improvement for navigation, of the Holston and Tennessee Rivers, made by Lieut. Col. S. H. Long, to Col. S. D. Jacobs, president, &c., and of the tables, maps, charts, and diagrams, accompanying the same.

WM. W. BELKNAP,  
*Secretary of War.*

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OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, D. C., January 26, 1875.*

SIR: I beg leave to return herewith the resolution of the House of Representatives of December 22, 1874, referred to this Office for report, directing the Secretary of War "to communicate to this House a copy of a 'Report on Survey in relation to the Improvement for Navigation of the Holston and Tennessee Rivers,' made by Lieut. Col. S. H. Long to Col. S. D. Jacobs, president, &c., and of the tables, maps, charts, and diagrams accompanying the same;" and in compliance with its requirements to submit a copy of the report, maps, and tables, &c., referred to therein.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brig. Gen. and Chief of Engineers.*

HON. W. W. BELKNAP,  
*Secretary of War.*

REPORT OF EXAMINATIONS AND SURVEYS WITH A VIEW OF IMPROVING  
THE NAVIGATION OF THE HOLSTON AND TENNESSEE RIVERS.

*To the Board of Internal Improvement for East Tennessee :*

GENTLEMEN: In conformity to instructions from the Topographical Bureau, requiring my co-operation on such examinations and surveys as you might deem appropriate in devising a plan for improving the navigation of the Holston and Tennessee Rivers, especially from Knoxville to the boundary-line separating the States of Tennessee and Alabama, I arrived at Kingsport, on the Holston River, on the 12th day of May, and at the instance of two of the members of your board, viz, Dr. William E. Cocke and David A. Deaderick, esq., whom I had the satisfaction to meet at that place, commenced the examination of the Holston River, and at the same time that of the Nolichucky and French Broad Rivers, by the aid of Lieutenant Lea, one of my assistants, and continued the examination to Knoxville, embracing in the former, on the Holston River, a distance of nearly one hundred and sixty miles, and in the latter, on the Nolichucky, French Broad, and Holston, a distance of one hundred and seventy-six and one-half miles. But as these and subsequent examinations, in which I was aided by Lieutenants Dancy, Heinzeleman, and Lea, and by Messrs. Van Wyck and Baker, civil engineers, were made in the presence of your board or a majority of its members, I forbear to trouble you with details relating to the progress of our operations. It is sufficient to observe that our examinations, which were sufficiently minute for all the purposes in view, were extended through the entire length of the Tennessee River, so far as included within the State, and embraced an aggregate distance of nearly six hundred miles upon the Holston, Nolichucky, French Broad, and Tennessee Rivers. The objects of these examinations were to ascertain the characters of these rivers, with respect to the facilities they afford for navigation, and the best manner of improvement, compatible with the exigencies of trade in this part of the country, and with means applicable to their improvement. With a view of procuring the best information that could be had in relation to these rivers, their shoals, channels, and low-water depths, together with such other intelligence as could be derived from persons well acquainted with their navigation, two of the most skillful and experienced pilots and navigators of the Holston and Tennessee Rivers to be found in this country, (Capt. Pleasant Cresey and Capt. George Wells,) were engaged to accompany the party in capacity of pilots or guides, the former on the Holston and the latter on the Tennessee River. The observations we have to make on the subjects that have engaged our attention are grounded on information derived from these sources, as well as upon our own personal observations and surveys, and will be submitted in the following order, and under the following heads, to wit:

1. The characters of the rivers with respect to their courses, channels, or beds, freshets, &c.
2. The nature and extent of obstructions to their navigation.
3. The various improvements of which they are susceptible.
4. The manner of improvement deemed most advisable.
5. The probable expense of improving the Tennessee River from Knoxville to the State line dividing the States of Tennessee and Alabama.

1.—OF THE CHARACTERS OF THE RIVERS WITH RESPECT TO THEIR COURSES, CHANNELS, OR BEDS, FRESHETS, ETC.

The rivers under consideration, viz, the Holston, Nolichucky, and French Broad, as also the Tennessee, are strikingly characterized by their sinuosities and flexures alternately to the right and left, in which they often form bends several miles in circuit, while the distances across their gorges is, in many instances, less than a mile. Such is the serpentine direction of these streams that, in estimating distances from point to point on them, it is customary to allow for the distance by water double that allowed for the distance by land. In many cases the actual distances prove this mode of estimation to be correct, or nearly so. For example, a right line stretching from Bampass Cove, on the Nolichucky, where our examinations were commenced on that river, to the mouth of French Broad, has an extent of ninety miles, whereas by the courses of the rivers the distance between the same points is one hundred and seventy-two miles. A direct line between Kingsport and Knoxville has an extent of ninety-three and one-half miles, while the river route is estimated at about one hundred and fifty-eight miles. A right line from Knoxville to the Boiling Pot has an extent of one hundred and eight miles, while the distance by water is estimated at two hundred and five miles.

The courses and flexures of these rivers are exhibited with sufficient clearness in the sketches accompanying this paper and entitled "Sketches of the Holston River from Kingsport to Knoxville," and of the "Nolichucky and French Broad Rivers from Bampass Cove to the confluence with the Holston River," comprising eleven sheets, numbered in the order of their occurrence in descending the rivers, (map box No. 17, T No. 6.) Also in another volume of sketches entitled "Sketches of the Holston and Tennessee Rivers from Knoxville to the southern boundary of the State of Tennessee," comprising six sheets, and numbered in the same order as above mentioned, from 1 to 6.

These sketches are executed on a scale of one inch to a mile, and exhibit not only the meanderings of the rivers, but the points at which the highlands approach the rivers, also those where bottoms intervene between the hills and river-banks. Moreover, in order to allow sufficient room to designate the boating channel, and show its transition from side to side of the river, and occasionally its flexures in passing the bars, it was found necessary in the drawings to give the rivers something more than double their relative width; hence the points of land, which in numerous instances jut into the bends of the rivers, are proportionally reduced in their relative dimensions, and often appear much narrower than a correct representation would make them, occupying, in some instances, less than half their proportional space. In the drawings the courses by compass and the estimated distances are represented by red lines, extending from one point of observation to another. The main low-water boating-channel is indicated by black dotted lines; and by an inspection of the drawings the position of the channel with respect to the shores may be readily perceived on any part of the river. The Holston River is formed by the junction of two copious tributaries, denominated the North and South Fork of the Holston, which have their confluence about one mile below Kingsport.

The former of these streams has its sources in the western part of Virginia, and pursues its course along the southeasterly base of Clinch Mountain. Its valley is bounded by this mountain on the northwest, and on the southeast by Chestnut or Eaton's Ridge, both of which are

independent ridges of the Alleghany Mountains. The South Fork affords much more water than the north, rises in the same district of country, and, after meandering through a valley country, a portion of the Great Valley between the Blue Ridge and Clinch Mountain, receives the Watauga, (a copious stream, which derives its waters from the Blue Ridge and its spurs,) and unites with the North Fork one mile below Kingsport, as already observed. These streams, together with their numerous subordinate tributaries, have generally very serpentine courses, rocky beds, and rapid currents.

The Holston River, thus constituted, has a general width of about one hundred and fifty yards, varying from one to two hundred yards, except in the immediate vicinity of islands, where it sometimes spreads to the width of half a mile or more.

Its valley is generally narrow, being limited by the river hills, of various heights, on both sides, and occasionally by protruding mountain-spurs, more than a thousand feet high.

The river in its courses meanders from side to side of its valley, alternately approaching the river hills on the right and washing their bases on the left, thus affording a comparatively easy and unobstructed land-passage on the northwest, and effectually precluding such a passage on the southeast side by the numerous cliffs and precipices which bind upon that side of the river. The hills and spurs above mentioned connect themselves with the Clinch Mountains on the northwest, and with Bay's Mountain (which may be regarded as a continuation of Chestnut Ridge) on the northeast side of the river.

At the distance of about one hundred and fifty-four miles below Kingsport, or four and a half miles above Knoxville, the Holston receives an accession to its waters from the French Broad River, which augments its volume to double the quantity it contains above the mouth of this tributary, and materially affects the character of the Holston below this point with respect to its low-water depth, and, consequently, its capabilities for navigation. Above this point the natural low-water channel cannot be estimated as having a greater depth than 9 or 10 inches: below it the depth may be estimated at 12 to 15 inches.

The French Broad is a very copious river, rising in the Blue Ridge, and between several of its most elevated spurs, and, running north-westwardly, unites with the Holston at the point already designated, where a town has been projected and called Mecklinburgh.

Among the most considerable tributaries of the French Broad is the Nolichucky River, rising in the same mountain, which, near the sources of this stream, although denominated the Blue Ridge, is nevertheless, from this part of the country westward, the main "backbone" of the Alleghany Mountains, or dividing ridge between the waters of the Ohio River and those that fall in the Atlantic Ocean and the Gulf of Mexico eastward of the Mississippi.

The Nolichucky, or, as it was originally called, Nonachuna, importing *swift water* or *rapid river*, is a wild and turbulent stream, especially that part of it situated within the mountain spurs which environ its valley or rather its *chasm* and that of its numerous tributaries through a distance of forty or fifty miles. After leaving the mountains which give it birth, its current becomes less rapid, and instead of a succession of torrents which it presented at the passage of every mountain through which it had cleft its way, it now exhibits a series of rocky bars, alternating with deep basins, across the former of which the river is precipitated in cascades of various declivities, from one to five or six feet fall, till it unites with the French Broad, at the distance of about one hun-

dred and twenty miles above the mouth of that river. From this point of confluence the French Broad possesses a character similar to that of the Holston, with respect to its volume of water, but exhibits in its bed a more uniform declivity and consequently a more uniform speed of current, while its valley is generally broader and its margins less frequently bordered by hills, cliffs, and precipices. Its average width is something less than 200 yards, varying from 150 to 300 yards. Its course is very serpentine, winding alternately to the right and left in its passage through the broad and fertile valley. On receiving this tributary, the Holston obviously assumes a character far more favorable for the objects we have in view; its basins become deeper and more extensive, and the shoals by which they are separated become of course less frequent, and are less abrupt in their declivities leading across them, than those above the confluence of these rivers. Its width becomes much more considerable, varying from 150 to 500 yards, and, where islands are embosomed, it often spreads to a much greater width. The basins between the shoals are very deep, in some instances 20, 30, and even 40 feet, and, in a low stage of the river, so moderate is the current of water through them that they resemble a succession of ponds. Any enumeration of the numerous shoals that occur in the several rivers under consideration, and any designation of their respective localities, is omitted under this head, in consequence of their having been introduced in their appropriate places and with appropriate explanations on the drawings heretofore mentioned; accordingly for these particulars, as also for the names, sizes, and positions of the several islands in the vicinity of which shoals generally occur, designated by the same name that the islands bear, I take leave to refer to the drawings.

At the mouth of the Little Tennessee, forty-six and a half miles below Knoxville, or fifty-one miles below the mouth of French Broad, the Holston, notwithstanding its vastly superior magnitude, loses its name and assumes that of "Tennessee River." In addition to this small stream, the only considerable supply thrown into the Holston, between French Broad and Little Tennessee, is that derived from Little River, the size of which is considerably less than that of Little Tennessee. Both of the streams last named have their origin among the spurs of the Blue Ridge, and pursue courses nearly parallel until they arrive at the Holston River, which they enter at the distance of about thirty-four miles asunder, as computed for the route by water. The Tennessee River retains the characters already described to the Holston through a distance of thirty-two miles, when it receives on the right Clinch River, which augments its volume to a size at least 50 per cent. greater than it had above their confluence. Its width, with the exceptions hereafter to be noticed, now varies from two to five, and in a few instances to six hundred yards, independent of the islands which it embosoms, some of which are very large. The hills and cliffs along the sides of the river become less frequent and less lofty as we descend, until we come to the Lookout, Racoon, Cumberland Mountains, which bind the river with hills, cliffs, and precipices of mountain height. In its passage between Walden's Ridge and the Racoon Mountain, a distance of nearly four miles, or rather in its passage through Walden's Ridge, (for the ridge here intersected by the river may be regarded as the same continuous mountain,) the Tennessee is compressed into a very narrow chasm, in many places not more than one hundred and twenty yards wide, and nowhere more than double that width. Its valley, embracing mere skirts

of bottom-land, extends but a very short distance from the river, and is bounded on both sides by abrupt and precipitous mountains.

In these straits and their vicinity are situated four of the most formidable passes anywhere to be met with on the Tennessee River, and regarded as the most serious impediments in the way of its successful navigation. These passes, more from a fanciful than any real resemblance to the objects whose names they bear, have obtained the distinguishing epithets of "The Suck," "The Boiling Pot," "The Skillet," and "The Pan." The Tumbling Shoals are situated about two and one-half miles above the Suck, from which they are separated by a deep and broad basin, differing in its width materially from the straits above mentioned.

At each of these points the river is contracted by protruding rocky bars or points, especially in a low stage of water, to a much smaller width than on any other part of the river or even of the straits. Its width at the Tumbling Shoals, covering space through which the main volume of the water is compelled to pass, does not exceed 250 feet; at the Suck, 150 feet; at the Boiling Pot, 175 feet; at the Skillet, 300 feet, and at the Pan, 390 feet. The depth of the river at these points has never been satisfactorily ascertained, owing to the great rapidity of the current and consequent difficulty of accomplishing a measurement. The depth immediately above and below the Suck, as also in similar situations at the Boiling Pot, has been found to vary from 30 to 45 feet, which is, moreover, true in reference to many other parts of the straits above considered. Various experiments, made for the purpose of ascertaining the speed of the current at the Suck, gave the following results, viz: in a distance of 351 feet, beginning at the head of the Suck and extending downward, the time occupied was 66 seconds; in a distance of 431 feet next below, the time occupied was 40 seconds; in a farther distance of 344 feet, the time was 22 seconds; in a farther distance of 308 feet the time was 22 seconds; in a farther distance of 192 feet the time was 21 seconds, all in the same continuous line, and amounting to an aggregate distance of 1,944 feet. Agreeably to the foregoing results, the maximum velocity of the current of the Suck is equivalent to a space of thirteen miles per hour nearly; and the average velocity through the whole distance above mentioned is equivalent to a speed of little more than seven miles per hour, the time occupied in passing through that distance being three minutes and eight seconds. The aggregate fall of the river in the distance above stated is 4 feet 4½ inches.

The currents through the other passages are far less rapid, especially during a low stage of the water, when, in respect to their celerity, the Tumbling Shoal holds the second rank. These shoals, however, like all others in the Holston and Tennessee above this point, are to be regarded merely as low-water obstructions, the impediments here presented consisting exclusively in the rapidity of the current and the want of a sufficient depth of water upon several prominent rocks situated in the deepest channel. The relations subsisting between the other passes in this remarkable portion of the river are somewhat peculiar, and merit a more particular consideration. The low-water passage at the Suck is undoubtedly less free and spacious than at either of the other gorges; the consequence of which is, that the water, not finding sufficient vent between the rocks that jut into the bed of the river from both sides at this place, is partially dammed by the points, till backed to a height sufficient to force the entire volume of the river through the narrow and deep channel here formed for its passage.

As the river rises or swells in volume, the rocky points just mentioned become inundated, and the river spreads to a width equal to six or eight times that of its low-water passage, and runs off with much greater freedom, far less celerity, and with less than one-half the descent or fall. Moreover, in the more elevated stages of the river, the narrow channel, through which the water has to flow for a distance of nearly four miles below the Suck, until it reaches the Boiling Pot, contributes to retard the current throughout this distance, and, consequently, to back the water quite to the foot of the Suck.

At the Boiling Pot, which is partially formed by protruding points of rock similar to those of the Suck, the relation between the high and low water passage is precisely the reverse of that which obtains at the Suck, the former, or high-water passage, being more obstructed than that for low water, due allowance being made for relative quantities of water passing at different stages of the river. Hence it is that, at this gorge, the higher the water of the river the more rapid is the current and the greater is the fall, and hence it is, also, that the Boiling Pot is accounted a high-water obstruction, the current in low water being quite moderate and easy of ascent.

While treating of this formidable pass, I beg to be indulged in a passing notice of a catastrophe which deprived the service of a valuable agent, our company of an amiable and agreeable companion, an extensive circle of friends of one of its most grateful and acceptable members, and a widowed mother of the stay and solace of her declining years. Philip R. Van Wyck, assistant civil engineer in the service of the United States, in attempting to swim through this formidable pass on the evening of the 6th of June, was unfortunately drawn into one of its whirlpools and drowned. His remains were found on the 10th of the same month, and interred on the right bank of the river, a mile and a half below the Boiling Pot, where his grave may be distinguished by its retments and covering of rough stones.

The *Skillet* is situated at the distance of half a mile below the Boiling Pot, and possesses no peculiarities differing from those of the ordinary shoals on other parts of the river, save in the depth of its channel, which is much greater than is usually to be met with at those points.

The *Pan* presents features very similar to those at the Suck and Boiling Pot, resembling the latter in its relative dimensions, or capacities of its high and low water channels. The Pan is, of course, a high-water obstruction, offering no impediment to navigation in a low-water stage of the river.

The protruding rocky points at this place, like those at the Pot, have a sufficient space for the water to flow between them, with a gentle current during a low stage; but are of that peculiar conformation that serves to back the water at an elevated stage quite to the Skillet, which is little more than a mile and a half above, and thus contributes to retard the high-water current at that place, as the Pot does in reference to the rapidity of the Suck. But as these passes will be more particularly considered under a subsequent head, we forbear to say more in relation to them at present.

Having passed Walden's Ridge, the Tennessee pursues a more direct course, and exhibits a more gentle and uniform current, not only to the State line of Alabama, which crosses the river about thirty miles below the ridge just mentioned, but through the whole distance, to the head of Muscle Shoals, about two hundred miles below the same point, in which distance there is not a rapid or shoal, or any other obstruction to navigation with boats of moderate draught, to all stages of the water

The river throughout this distance spreads to the width of 400 to 600, or 800 yards, and occasionally embosoms large and fertile islands. Rocky bluffs of moderate height frequently occur on its banks, especially in its passage through and across the broad skirts of Cumberland Mountain; but the highlands approaching the river seldom rise higher than 600 or 800 feet.

The only considerable streams tributary to the Tennessee within this State, besides those already enumerated, are the Hiwassee and Sequatchee rivers; the former rising in the Blue Ridge and entering the Tennessee from the southeast, about seventy miles below the mouth of Clinch, and the latter heading in Cumberland Mountain, which it divides into two unequal lobes called Walden's Ridge and Cumberland Mountain, separated from each other by a valley remarkable for its uniformity of width and declivity, and through which this river maintains its meandering and silent course, having its confluence with the Tennessee at a point twenty-eight miles below the Suck, or five and one-half miles above the Alabama line. The general course of the Hiwassee is nearly at right angles with that of the Tennessee, while the course of the Sequatchee is remarkable for its parallelism with that of the Tennessee above the Lookout Mountain.

The points at which these and numerous other smaller tributaries enter the main river, together with the names of the latter, are sufficiently designated on the drawings.

In general, it should be remarked of the French Broad, Holston, and Tennessee Rivers, that their beds exhibit a continual alternation of deep pools or basins, and rock shoals, or, as before excepted, narrow passes between rocky points. The basins are entirely free from any impediments to their navigation, and at present afford a sufficient low-water depth for steamboats of moderate draught.

The shoals are generally, if not uniformly, occasioned by reefs of rocks, accompanied by pebbles and gravel, extending entirely across the bed of the river. In numerous instances a succession of reefs or bars of the description just mentioned, with intervening spaces of deep water, is presented at the same shore, contributing to prolong the latter through a distance of one, two, or even three miles.

At all these bars a current of greater or less rapidity, according to the perpendicular height through which the water has to fall in passing them, invariably occurs.

In reference to the probable future condition of this majestic river, we hazard the opinion that in proportion as the face of the country through which it flows becomes divested of its natural growth and subjected to tillage, and especially as the banks of the river become cleared, and the roots, &c., that bind the soil upon them decay, by which means the surface of the ground is protected from washing away, the bed of the river, and especially the deep pools at present existing between the bars, will be filled with sand and soil, and exhibit a succession of sand-bars similar to those of the Ohio and numerous other rivers.

In relation to the freshets of the Holston and Tennessee Rivers, particular inquiries were made, in order to ascertain the height of the surface-water of the highest flood ever known above the ordinary low-water surface of the river, and, agreeably to information obtained, conclusive measurements were made at several points with a view to this object, especially between Knoxville and the Boiling Pot. Hence it appears that the highest freshet ever known in the river was that of 1826; the heights attained by which, on different parts of the river, were as follows, viz:



	Feet.
At Knoxville .....	27½
At Bustler's Shoals .....	24
At mouth of Clinch River .....	33
At Hazling's Landing .....	33
At Sauda Shoals .....	33
At Suck .....	39½
At Boiling Pot .....	41
At Oale's Landing .....	32
At mouth of Battle Creek, (Alabama line) .....	30

The foregoing statement exhibits the range from extreme low to extreme high water at the several places indicated in connection therewith.

The extreme range on the Holston, between Kingsport and Knoxville, agreeably to the best information we were able to obtain, varied from 20 feet, which is supposed to be the range at Kingsport, to 27½ feet, which was ascertained to be the rise at Knoxville.

The extreme range in the Nolichucky is estimated at 18 or 20 feet, and in the French Broad at 18 to 27 feet, decreasing from its mouth upwards.

The aggregate descent of the Holston and Tennessee rivers, as computed for the fall of the several shoals, the details of which will be given under a subsequent head, is 113 feet, to which if we add 2½ inches per mile for the descent of the water through the intermediate basins, (which is probably very near the truth,) we shall have for the total fall of the river between Knoxville and the Pan 156 feet.

Tables of distances have been prepared and are hereto annexed, by an inspection of which the distances between the most noted points on the Holston, from Kingsport to Knoxville on the Nolichucky, and French Broad from Bumpass Cove to the same place, and on the Holston and Tennessee from Knoxville to the Alabama line, may be easily found.

*Table of distances from Kingsport to Knoxville, by way of the Holston River.*

Localities from Kingsport, Sullivan County, to—	Intermediate distances in miles.	Total distances in miles.	Remarks.
North Fork of the Holston .....	1	1	Best yard on right shore, Ross's bridge.
Laurel River .....	8½	9½	
Howard's Creek .....	4	13½	Right shore.
Cresey's Creek .....	4	17½	Left shore.
Gringainesville .....	8½	26½	Right shore.
Big Creek .....	10½	36½	Buck Creek, one-quarter mile below.
McKinneysville .....	5½	41½	Right shore.
Cox's Creek .....	3½	45½	Left shore.
Wice's Ferry .....	4	49½	
Cloud's Shoals .....	2	50	
Caney Creek .....	2	50½	Right shore.
Moore's Creek .....	7½	58½	Red Bridge Post-Office.
Poor Valley Creek .....	4	58½	Right shore.
Call Creek .....	8½	67	Left shore.
Marshall's Ferry .....	4½	71½	Paper-mill near.
Berman Creek .....	6½	77½	Right shore.
Belton's Ford .....	2	79	
Coe's Mill .....	1½	80	Right shore.
Ironeshoe Bend .....	9½	89½	Sycamore Ford.
Smithville .....	2½	92	Right shore.
Panther Creek .....	2	99	Left shore.
Fossy Creek .....	5	94	Do.
Buffalo Creek .....	6½	105½	Right shore.
Face's Ferry .....	13½	119	To Dandridge.
Head of Six Islands .....	8½	127½	
McBee's Ferry .....	9	136½	Near Dandridge, (bend in river.)
South of Flat Creek .....	3½	139½	
Waines .....	7½	147	On right shore.
Armstrong's Ferry .....	2	149	
Leeklenburgh .....	4½	153½	Mouth of French Broad.
Knoxville .....	4½	158	First Creek.

*Table of distances from Bumpass Cove Iron-Works, by way of Nolichucky and French Broad Rivers, to the mouth of the latter, (French Broad River.)*

Localities from Bumpass Cove Iron-Works (Mr. Eurbsee, proprietor) to—	Intermediate distances in miles.	Total dis- tances in miles.	Remarks.
Henley's Ferry .....	1½	1½	Head of navigation.
Baylis's Mill .....	5½	6½	
Stewart's Forge .....	5½	15½	Near Wood's Rock.
Brownborough .....	3½	18½	Ferry.
Little Limestone Creek .....	1½	20½	
Wilson's Suck .....	2½	22½	
Greene and Washington Counties line .....	1½	24½	
Big Limestone Creek .....	1½	25½	
Big Sinking Creek .....	6	31½	
Horse Creek .....	1½	33	
Middle Creek .....	4½	37½	
Camp Creek .....	4	41½	
Little Lick Creek .....	6½	48	
Farnsworth Ferry .....	7½	55½	
Pigeon Creek .....	6½	61½	
Wood's Ferry .....	3	64½	Stage-road.
Brown's Forge .....	5½	70½	River very wide.
Nelson's Ferry .....	3	73½	
Carenton's Ferry .....	2	75½	
Little Chucky .....	4½	80	
Lick Creek .....	6	86	
Bend Creek .....	1½	87½	
General Alexander Anderson's .....	1	88½	
Talby's Mill .....	5½	93½	
Long Creek .....	3½	97	
Mouth of Nolichucky .....	4½	101½	French Broad River.
Ten-Island Shoals .....	3½	105½	
Graham's Mill .....	3½	108½	
Finlay's Mill .....	4	112½	
Schorse's Ferry .....	4½	120½	
Head of Swan's Island .....	1	121½	
Dandridge .....	5½	126½	
Fain's Island .....	1	127½	
Dougherty's Island .....	5½	133½	
Head of George's Islands .....	2½	135½	
Foot of George's Islands .....	2½	138½	
Little Pigeon River .....	5½	144½	Five miles to Sevierville.
Buckingham Island .....	2	146½	
Babeon's Ferry .....	2	148½	
Ruth's Ferry .....	3½	152	Mouth of Dampkin Creek.
Tuckahoe Creek .....	5½	157½	Bad Shoal.
Pickle's Island .....	10	167½	
Mouth of French Broad .....	4½	172	Mecklenburgh, 4½ miles above Knoxville.

*Table of distances from Knoxville to the Alabama State line, by the way of the Holston and Tennessee Rivers.*

Localities, from Knoxville, Knox County, to—	Intermediate distances in miles.	Aggregate distances in miles.	Remarks.
Caney's Island .....	4½	4½	
North Creek .....	4½	9	Foot of Lyon's Island.
Little River .....	4	13	
Vright's Ferry .....	4	13½	Maryville Road.
Rankin's Ferry .....	6½	20½	
Law's Ferry .....	5	25½	
Turkey Creek .....	6½	31½	Foot of Turkey Creek Shoals.
Townsend's Ferry .....	2½	34	
Hota Island and Shoal .....	1½	35½	Above creek.
Knox and Roan County line .....	1½	37½	
Law's Ferry .....	3½	40½	Clayd's Creek.
Little Tennessee River .....	5½	46½	Near Lenoir's Ferry.
Rowder's Ferry .....	1½	47½	
Lair's Ferry .....	7½	55	Sticky Creek Road to New Philadelphia.
Sweetwater Creek .....	5½	60½	
and Creek .....	3	63½	
Lockton's Creek .....	2½	66	
Saint Rock .....	3½	69½	
Head of Seven Islands .....	4	70	
Long Island .....	3	73	Bird's Island contiguous.
mouth of Clinch River .....	5½	78½	1 mile to Kingston, in the fork of Clinch and Tennessee.
Caney Creek .....	6	84½	Opposite Caney Island.
beginning of Thief-Neck .....	6	90½	½-mile across the peninsula.
Head of Winton's Island .....	5½	96½	On Crescent Island.
End of Thief-Neck .....	3½	99½	
White Creek .....	3½	103	Island Shoal below.
Hillspie's Ferry .....	3½	106½	Shoals.
Pinny River .....	10	116½	
Lizaboth .....	1	117½	On left bank.
Walton's Creek .....	2½	120½	
Dee Creek .....	5½	126	Price's Ferry.
Ambs' Creek .....	1	127	
Washington .....	5½	132½	1 mile from right bank of the river.
Agling's Ferry .....	1	133½	Road to Athens.
Elly's Ferry .....	4½	138	Cotton port on left bank.
Richland Creek .....	8½	146½	Bell's Ferry above.
Ell's Landing .....	4	147	
Hiwassee Garrison .....	1½	148½	On right bank, 400 yards from river.
mouth of Hiwassee River .....	1½	150½	Cayucatown, (Indian.)
Lyth's Ferry .....	1½	152	Head of Ten-Mile Reach.
De Creek .....	6½	158½	Shoals.
India Creek .....	7	165½	Do.
allas, (capital of Hamilton County) .....	7½	172½	On right bank.
Ames Branner's Ferry .....	1½	174½	
North Cluckamango Creek .....	6½	180½	Shoals on right.
South Cluckamango Creek .....	4½	185½	Shoals on left.
Long Island .....	2½	187½	
John Ross Ferry .....	1	188½	
Lookout Mountain .....	3½	191½	On left, 1,600 feet high.
John Brown's Ferry .....	2½	194½	
Smiling Shoals .....	5	199½	Raccoon Mountain, on left.
De Snick .....	2	201½	Walden's Ridge, on the right.
De Boiling Pot .....	3½	204½	
De Skillet .....	1	205½	
De Pan .....	1½	207	
Dees' Landing .....	11	218	Post-office on right bank.
Decher's Ferry .....	4	222	
Deade Cliff .....	2½	224½	Fine spring on right.
Deckajack Creek .....	2½	226½	Indian side.
Deatchie River .....	3	229½	Right bank.
Deade Creek .....	3½	233½	Cumberland mountains, on right.
Alabama State line .....	2	235½	Crosses Long Island.

Before we dismiss this branch of our subject, we take leave to offer a few remarks on the geography of the country drained by the rivers of which we are treating, as also on some of its more prominent geological features and mineral productions.

The region under consideration is limited on the northwest by the Cumberland Mountain; on the southeast by the Blue Ridge; on the

northeast by mountains, ridges, and elevated glades interposed between the waters that fall into the Kanawha and Big Sandy Rivers and those tributary to the Tennessee; and on the southwest by a gorge of moderate extent situated on the extreme southerly bend of the Tennessee River, and intervening between the Raccoon or Warrior Mountain and the Cumberland Mountain, the former of which here becomes the dividing-ridge between the tributaries of the Alabama and Tennessee Rivers, and is separated from the Cumberland Mountain by the valley of the latter river. Appearances seem clearly to indicate that a connection between these mountains once existed, but that a disruption has since taken place, and that a valley has been formed, through which the Tennessee has its course over a continuous bed of rocks in horizontal strata, thus forming in its progress southwestwardly that remarkable and extensive rapid denominated the Muscle Shoals, which occupy a portion of the lowermost bench on the southwest basement of the Cumberland Mountains. The extent of this region, from northeast to southwest, is about three hundred and fifty miles; its width at the gorge about thirty, and at the other extremity one hundred miles. Its aspect is exceedingly diversified with mountains, hills, precipices, and valleys, with occasional districts of considerable extent, in which the elevations and depressions are of a character to constitute a rolling aspect. Within this district are included several distinct mountain-ridges belonging to the great Alleghany range of mountains, besides several mountain clusters, spurs, and knobs, outliers, the most considerable of which have the following designations and localities:

The Blue Ridge, which has been mentioned as the southeast boundary of this region, at the most remote or highest source of New River, the principal tributary of the Kanawha, becomes the backbone of the Alleghany range or the main dividing-ridge between the waters of the Ohio and those that run southwardly into the Atlantic Ocean, and retains this name and character in its southwestwardly extension quite to the sources of Little Tennessee River. Here, although it maintains its character as the dividing-ridge, it loses the name of Blue Ridge, and after sustaining a variety of local appellations for those portions which give birth to the waters of the Coosa and numerous smaller streams that fall into the Tennessee, is deflected to the south, and finally loses itself among the sources of the Savannah and Alabama Rivers. In the direction of this boundary the Blue Ridge is succeeded by the Raccoon and Warrior Mountains, which constitute the residue of this boundary. The mountains last mentioned, and numerous others, among the sources of the Black Warrior, Tombeckbee, Pascagoula, Pearl, and Yellow Rivers, may be regarded as the southwesterly termination of the Alleghany range of mountains, which here give place to a multiplicity of broad plateaus extending quite to the Mississippi River.

This extensive ridge, throughout the distance in which it sustains the name of Blue Ridge, in its geological character is primary, as evinced by its granitic, quartzose, and other amorphous rocks almost everywhere to be found in it. In its connection with the Raccoon Mountains a change in its formation becomes manifest; cavernous rocks, stratified limestone, dipping to the south, southeast, and east, seldom westward. In high inclinations, often approximating to verticality, are here to be met with; organized animal remains frequently occur in connection with the stratification, though not in great abundance. Superincumbent upon these is a coarse, hard sandstone, of a reddish complexion, occasionally connected with a hard conglomerate resembling millstone-grit and sometimes presenting vegetable organic remains. In connection

with these rocks there is a great abundance of schist or hornstone in masses, beds, nodules, and fragments, together with various rocks of the graywacke order.

Our remarks in reference to the geological character of this ridge in its further extension to the southwest will be given in connection with those relating to the Cumberland Mountain.

The Cumberland Mountain, which is the northwest boundary of this district, has its northeasterly termination at Big Sandy River, where, in its general appearance, form, and direction it has the character common to the principal constituent ridges of the Alleghany Mountains. In its extension southwestwardly from this point, it gradually becomes broader, sends out numerous elevated spurs on both sides, which serve as dividing-ridges between the streams that fall into the Cumberland River on one side and those that fall into the Tennessee on the other, and finally spreads into a broad plateau or elevated table-land forty to eighty miles wide, and covering the entire region embraced by the great southerly bend of the Tennessee River, in which is comprehended that extensive and unparalleled rapid denominated the Muscle Shoals.

The aspect of this tabular tract, especially in its more easterly parts, is much broken by mountain crests of considerable height by which it is surmounted.

The ridge called Walden's Ridge, in its immediate connection with the Cumberland Mountain, is an example of this character, as are several others that might be enumerated.

Many of the spurs of this mountain, like their principal, expand in width and decrease in height, spreading out into broad, elevated plateaus, and thus contributing to fill the entire space or peninsula comprehended between the Cumberland and Tennessee Rivers.

As before intimated, the features of the country on the north and south of the Muscle Shoals, as well as the general course of the Tennessee across them, which is here nearly at right angles with that pursued by the river along the easterly base of the Cumberland Mountain and those of its spurs, evidently indicate that a disruption of the mountain has been made, or the plateau connected with its base worn away, and a valley formed, through which the Tennessee has its course.

The distance across this valley or basin is very variable, its greatest width being about thirty-five miles. Its limits to the north and south consist of more elevated portions of the same description of tabular country, except that its surface is more furrowed by ravines and water-courses, which divide it in a manner to exhibit a rolling and, in many instances, a broken surface, especially on the Warrior Mountain, which is the southern boundary of this basin.

The geological characters exhibited by this country on both sides of the river manifest a striking coincidence in all their traits hitherto developed. The uppermost formation, especially that prevailing in the superneumbent crest already mentioned, consists of recent sandstone, more or less friable, and abounding in vegetable organic remains. Below this a bed of subcrystalline limestone occurs, containing few organic remains; next below this is another bed of sandstone, differing from the first in the fineness of its texture, in its compactness and durability, and in the organic impressions made upon it. Next in order occurs another limestone formation, many hundred feet deep, of the description called shell limestone, abounding in organic remains, together with occasional beds or layers of hornstone, schist, &c., interposed among the stratifications. These stratifications are all horizontal, or nearly so, extending to limits, as yet undefined, toward the south, the west, and the north. The Cum-

berland Mountain exhibits these very clearly throughout its whole extent, and in connection with them bituminous coal occurs in places too numerous to mention, not only in Tennessee but in Alabama.

The mountains intervening between the Blue Ridge and Cumberland Mountains are very numerous, some of them characterized as distinct ridges, and others as knobs, outliers, or detached mountains. Among the former are the "Iron," "Smoky," "Unaka" or (Unakoi) mountain; different parts of the same ridge being designated by these names. The geological characters of this ridge appear to be exactly similar to those of the Blue Ridge in all respects. The rocks discoverable on it consist principally of the oldest trap-formation—quartzose, porphyritic, chlorite, and talcose rocks.

Bays Mountain and the Chestnut Ridge, which are intercepted by the Holston River, but, as before remarked, are to be regarded as the same mountain-ridge, the Clinch Mountain, Copper, and Walden's Ridge, to which may be added Lookout Mountain, and one of the ramifications of Powell's Mountain, which constitutes a distinct ridge, both of which are much less extensive than those just before enumerated, are the principal subordinate ridges of this district. The outliers or detached mountains consist of the Roane, South Black, Bald, and Unaka Mountains, all of which attain a greater height, probably, than any other points of the Alleghanies, being about 4,500 feet above tide.

Little Yellow, Little Iron, Buffalo, and Big Stone Mountains, Powell's, Guest's, North Black, and Little Stone Mountains, together with numerous others of less note, scattered in every direction through the district, are the principal outliers within the district.

To designate the respective localities of these numerous ridges and mountains, and to assign to them their respective dimensions, would be a very laborious task, which, though executed in conformity with the best information that can be had respecting them from any source whatever, must invariably prove defective and unsatisfactory. Accordingly, all that need be said of them is, that they are almost uniformly characterized by steep acclivities, often presenting mural precipices of great height and extent, bounding upon the valleys situated at their bases.

In the vicinity of the Cumberland Mountains, and especially on Walden's Ridge, which has been designated as one of its ramifications, are numerous tracts of considerable extent and area, which assume a tabular appearance, and are bounded on almost all sides by high and steep precipices of the description above given. A tract situated on the northwest side of Clinch Mountain, and called the Copper Ridge, is also of this character. Another similar tract is presented in connection with Powell's Mountain. Quite analogous to these is also the tract in which the natural tunnel on Stock Creek, in Scott County, Virginia, is situated. The stratification of these tracts, which exhibit cavernous rocks, subcrystalline or carboniferous limestone, alternating with layers of schist and overlaid by sandstone or conglomerates, is highly inclined, dipping toward the south, southeast, and east.

Among the numerous tracts of valley-country comprised within this region, the most extensive and important is that denominated the Great Tennessee Valley, which, in its extension northeastwardly through Virginia, obtains the name of the Great Valley of Virginia, and through Maryland and Pennsylvania the name of the Cumberland Valley.

This great valley in all likelihood maintains its continuity in a southwest direction till it reaches the Mississippi at some point or position below the Chickasaw Bluffs. The most elevated point in this remarkable valley is that of its traverse across the main Alleghany or Back-

bone Mountain, which is less elevated than any other point on the crest, or any of the gaps or depressions along the summit of that mountain. The locality of the point alluded to is at a short distance southwardly of Christiansburgh, the seat of justice for Montgomery County, in Virginia, at which place there is a low gap in the highlands communicating between one of the tributaries of the Kanawha and the main source of the Roanoke Rivers. The passage across the depression is effected by a very gradual inclination in both directions, and especially toward the west. Two other similar passes are presented, communicating between the waters of the Kanawha, or New River, as it is here called, and the north and south forks of the Holston. The width of the valley is exceedingly variable; in some parts it embosoms extensive tracts of rolling country exceedingly fertile, in others it is circumscribed to a very narrow width by intruding mountains and spurs.

The Cumberland Valley has been regarded as the garden of Pennsylvania, and with equal propriety those portions of the great valley situated within the limits of Virginia and Tennessee may be denominated the garden of these States.

In regard to the other valleys of this district, that of Clinch River deserves to be ranked next in importance to the great valley. The former is more generally bounded by abrupt hills and precipices, which confine it to a much narrower width. Its soil is more sandy, partaking of the character of the sandstone rocks, of the detritus of which it is principally formed; while that of the great valley being formed of the detritus of argillaceous and calcareous rocks, possesses these characters in a much higher degree.

The numerous tributaries of the Clinch River, all of which have their rise and entire progress within this district, meander through valleys whose boundaries are very similar to those of the Clinch.

The most striking geological features connected with these valleys are the mural precipices of stratified rocks by which they are almost invariably bounded. Another remarkable trait in the geology of this district is the multiplicity of caves, sinks, and subterranean caverns in which it abounds in almost every direction. Fossil organic remains, both animal and vegetable, are abundant; bones of the mastodon have been found in various places; almost an entire skeleton of this animal has been recently discovered on the Holston River, in the upper part of Tennessee. Bituminous coal has been found in various parts of the district; also salts of various kinds, particularly common salt. Iron-ore exists in the greatest abundance. Chromate of iron; galena or lead ore; carbonate of copper; cobalt; gypsum; carbonate of lime, of marble of various kinds; steatite; manganese; black oxide of iron, or plumbago; bismuth; antimony; sulphate of barytes, and strontium; actinolite; jasper, agate, and other precious stones are among its numerous products. Gold has been found on the waters of the Little Tennessee, between the Chilhoun and Smoky or Iron Mountains, and between these mountains and the Blue Ridge; and we have reason to believe that tin exists within this district.

In the foregoing cursory view of the mountains and valleys of this region we have neglected to notice a remarkable feature of the country, which deserves particular consideration not only on account of its geological characters but of its geographical relations. The feature alluded to is in the Lookout Mountain and the valley-country by which it is surrounded. This mountain-ridge commences on the Tennessee, a little above the mouth of a creek of the same name, where it presents a precipitous front, bounding the valley of the river for a distance of nearly

half a mile and rising perpendicularly several hundred feet. The rocks of which it is composed are cavernous limestone, as evinced by the occurrence of a cave opening in the face of the precipice and extending above 400 yards into the mountain at an elevation of about 50 feet above its base. The direction of this ridge is parallel to that of the other principal ridges of the Alleghany Mountains in this part of their range, or about  $30^{\circ}$  west, and the distance from Tennessee to the southwesterly termination on Will's Creek, near the Coosa River, is between sixty and seventy miles. The glade-country by which it is surrounded embraces a tract of considerable extent on the southeast of the mountain, drained by the Lower Chickamauga Creek, a tributary of the Tennessee, and by the Chatago and Little Rivers tributary to the Coosa River, and on the southwest side of the mountain by a continuous valley of moderate width, through which Will's Creek flows to the Coosa and Lookout Creek to the Tennessee Rivers. Such is the description and aspect of this valley-country as to induce the belief that at some remote period prior to the date when the Tennessee found for itself a channel through the chasm of the Suck, Boiling Pot, &c., it found an easy passage to the Gulf of Mexico through these low tracts and the valleys of the Coosa and Alabama Rivers. In reference to the geology of this part of the country, it should be remarked that the limestone strata of the Lookout Mountain rise many hundred feet higher above the river than those of Raccoon Mountain in its immediate vicinity. In a commercial point of view, a pass through one or other of the valley-tracts above mentioned may prove important, as affording a locality for a railroad leading from the Tennessee to the head of the navigation on the Coosa or Alabama River, should not a more favorable route be discovered lower down. In view of what has just been stated, compared with our remark relating to the Great Tennessee Valley, it is obvious that this valley is to be regarded as sending out one of its branches at the Lookout Mountain, and that this ramification extends along the valleys of the Coosa and Alabama Rivers quite to the Gulf of Mexico.

## 2.—OF THE NATURE AND EXTENT OF OBSTRUCTIONS TO THE NAVIGATION OF THE HOLSTON AND TENNESSEE RIVERS.

From what has already been advanced in reference to these rivers it may be inferred that there are no obstructions in the way of descending navigation during the continuance of a freshet or elevated stage of the water, and that the only obstructions in the way of ascending navigation are found at a point one-fourth of a mile above the Suck, at the Suck, at the Boiling Pot, and at the Pan. It has, moreover, been remarked in reference to those obstructions that they are occasioned by rocky points protruding into the bed of the river from both shores. The gorges uniting their opposite points are so contracted, even at the summit of the highest freshets, that the water, in order to pass them, is compelled to form a head above each gorge sufficient to create a rapid current through the pass. The current thus generated is too rapid for steamboats to stem without the aid of warps; moreover, the peculiar position of the several points are such that at present no facilities are afforded for laying warps in such a direction as to enable them to ply to the greatest advantage and in a manner conducive to safety.

At the point above the Suck a direct draught upon the warp is presented on the right side of the river by a particular conformation of the channel, which gives to the current below the point a tendency



toward the right shore, and of course requires that the point of draught above the rapid should be located a considerable distance from the shore, toward the center of the river. On the left shore at this pass a direct draught is prevented by reason of a deflection in the current occasioned by the prominency of the rocky point. The obstruction at this pass, which is of the nature above described, prevails during the more elevated stages of the river only, the rapidity of the current being so much reduced at a stage 2 or 3 feet above low water, that it can be ascended by the agency of steam alone. At the Suck the obstructions are very similar to those at the point above, except that they prevail at all stages of the water, but less during a high than a low stage, for reasons already assigned in a former part of this paper.

The pass of these obstructions in high water has been generally facilitated by a channel cleared under the direction of Captain Barden, considerably to the right of the low-water bed of the river, and near to an insulated knob, which becomes an island when the river is elevated above 8 feet above low-water mark. By means of this improvement a deflection in a rapid part of the current, which could not be ascended by steam-power, has been obviated, and a channel convenient for warping afforded for all stages of water exceeding a rise of 10 feet above low water. A channel equally well adapted to the ascent of steamboats during an intermediate stage of water, varying from 5 to 10 feet above low water, has been opened at considerable expense by Dr. Haley. This channel is situated about midway between that of Captain Barden and the low-water bed of the river, and affords the requisite facilities for warping during that stage.

The low-water channel is opposite the principal and only remaining obstruction at this pass; the fall of the river in a low stage is 4 feet  $4\frac{1}{2}$  inches in a distance of 300 yards, which gives occasion to a current exceedingly rapid, being equivalent, as before remarked, to a speed of thirteen miles per hour through a considerable part of that distance. Moreover, the rocky points on both sides protrude in such a manner and form such flexures in the current, that no direct draught for a warp coinciding with the course of the channel can anywhere be had except from a position midway of the current, at the head of the Suck. A pier at this point, as suggested on a former occasion, might obviate any obliquity in the draught of a warp, but could not prevent the necessity of stemming the very strongest channel, while at the same time it would seriously incommode and endanger descending boats. Accordingly a different remedy has been proposed as a means of overcoming the difficulties of low-water navigation at this pass, which will be explained in its proper place. The obstructions connected with this pass extend downward a mile and a half below the Suck, properly so called, and consist of a continued rapid extending through that distance, and having a fall of  $3\frac{1}{2}$  feet. The ascent of this rapid may, however, be affected by the agency of steam without the aid of warp.

The Boiling Pot opposes no serious obstruction to the ascent of a steamboat even at a stage 20 inches above low-water mark, but at a greater elevation the current becomes too rapid for ascending boats, and the obstruction becomes more formidable at every increase of the volume of the river, till in a very high stage it even surpasses the Suck in the violence of its waves. The obstruction at this point likewise resembles that of the Suck in another aspect, viz, the shortness of the distance through which the pitch or descent of the water occurs, and the consequent velocity of the current, especially in high water.

Moreover, in the direction of the chute there is no point above it at which a warp can be attached for the convenience of warping.

The obstruction at the Skillet, as before observed, consists merely in an accelerated current, which occurs at the lower stages of the water only, attended by a speed too great to be overcome by ascending steamboats. The obstruction at this place occupies a distance of a quarter of a mile, in which there is a fall, in low water, of 2 feet and 9 inches. In a high stage this obstruction is remedied by the backing of the water from the Pan, which is situated one-half mile below.

The Pan presents merely a high-water obstruction, and resembles that at the Pot in all respects except the velocity of its current in that stage, which, although it is too rapid for the ascent of steamboats, is nevertheless far more gentle than that at the Pot.

The fall in a low-water stage is here only  $5\frac{1}{2}$  inches in a distance of near a quarter of a mile, and as the volume of the river enlarges the fall increases, and when the current becomes too rapid for steamboats to ascend, no convenient point is presented for the attachment of a warp in a proper direction above the chute.

These several passes are exhibited in connection on a single sheet in company with the drawings, and to this reference is had for any other particulars relating to the nature and extent of the obstructions presented thereat. The Tumbling Shoals are also exhibited on the same sheet. The obstructions at this place are such as occur at low water only, and consists in an accelerated current too rapid for the ascent of steamboats, and in a multiplicity of rocks in loose masses lying in the deepest channel, and rising nearly to the surface of the water. The extent of the rapids at this place is a little more than two thirds of a mile, in which distance the river falls 15 inches in a stage 2 feet above low water.

At the several passes just enumerated the rocky points are composed partly of fast rocks of coarse, hard sandstone, forming the bed of the river, and partly of rolled masses and huge fragments of the same or similar rocks, constituting the *débris* resulting from the cleavage of the mountain at this place. With regard to the other shoals of the Holston and Tennessee Rivers, an idea of their general character may be formed from a knowledge of the fact that they are invariably occasioned by reefs or rocky bars extending from one or both shores into the bed of the river, and generally stretching entirely across it. The rocks of which these bars are formed consists of stratified limestone, highly inclined, and dipping to the south or southeast. Spaces of considerable extent often intervene between these stratifications, and are generally filled with pebbles, gravel, and sand; smaller spaces of this description occur at the rapids, filled in the same manner.

To the circumstance first mentioned is owing the occurrence of basins or pools of comparatively still water in most of the rapids.

The river in its meanderings crosses the reefs above mentioned at various angles, giving to the bars greater or less degrees of obliquity with the course of the stream. Some portions of the reefs are frequently more prominent than the rest, rising considerably above the surface of the bar or bottom of the river, and thus presenting formidable obstructions to low-water navigation. These impediments, in the language of boatmen, have obtained the significant appellation of hog-backs, and are to be regarded as more dangerous, especially to descending navigation, than any other obstacles with which the river is obstructed. Another class of obstructions, deserving a particular notice, is composed of logs that have accidentally been deposited in the deepest channels leading across the bars, and of trees standing on the

banks of the rivers, the trunks and limbs of which overhang the channel in numerous instances, when the deepest water in a low stage is to be found in the immediate vicinity of the shore, upon one side of the river or the other. In order to avoid these obstructions, boats are often compelled to pursue their course more or less remote from the channel in which the deepest water is found.

In treating of the channels of the river, it is not to be understood that any particular portion of the river-bed furrowed in a manner to deserve that particular name is meant, but those portions merely where the greatest depth of water is to be found and where boats can pass with the greatest freedom and safety.

Further particulars in relation to the nature and extent of the obstructions to navigation are reserved for a subsequent head.

### 3.—OF THE VARIOUS IMPROVEMENTS OF WHICH THE HOLSTON AND TENNESSEE RIVERS ARE SUSCEPTIBLE.

Under this head three views of the subject are presented, in reference to which a very few remarks only will be submitted :

The first, an improvement of the navigation by means of a continuous lateral canal, pursuing a course within the valley of the river and leading past all the obstruction to its navigation. The second, an improvement by locks and dams, converting the bed of the river into a series of basins or pools of slack-water, the transition from one to another of which may be effected by means of lateral canals of moderate extent, and locks. The third, an improvement by means of deepening the channels or forming sluices across the bars, and affording facilities for warping where the current is likely to be too rapid for the ascent of boats.

In regard to the first and second of the methods, above suggested, no doubts are entertained as to the preference to which either of them is entitled, in comparison with the third, provided the object in view is the most efficient method of improvement, regardless of its cost and its connection with other channels of trade in its vicinity. But when it is considered that a navigation by the first method can only be obtained at the expense of constructing a canal more than two hundred miles long with its locks, banks, &c., elevated to heights varying from 30 to 43 feet above the surface of low water, in order that its works may be secure from the ravages of freshets, and when it is known that such a canal is to be connected with navigable channels below it, that will not admit of a low-water draught of more than 2 feet, and with channels above it affording less than half that depth; moreover, when it is considered that the means applicable to the accomplishment of such an object compared with the amount required, are exceedingly limited; also, that the exigencies of the trade that calls for an improvement, demand merely an extension of the facilities in the channel through which it must pass in order to arrive at or be conveyed from this part of its route, the propriety of adopting this method becomes very questionable.

The same remarks are equally applicable to the method contemplating a lock and dam navigation except that the expenses of improvement in this way would, no doubt, be less than that of a lateral canal. In case this method were adopted, the best mode of passing the straits between the Tumbling Shoals and Pan would be by means of a lateral canal including both of these passes and extending through the whole distance between them.

The cost of such a canal, including the requisite guard-locks, slope-walls, embankments, puddle-gutters, &c., would not, probably, fall short

of \$750,000. Hence it is presumable that the means at present in prospect for an improvement of the Tennessee River by means of a lock and dam navigation are far from being adequate to the accomplishment of the whole, of which this is merely a part. Although it is believed that this method is preferable to any other that can be adopted, if carried into effect in connection with other similar improvements on other portions of the river, (and it is hoped that it may eventually be adopted,) yet under present circumstances, it is not deemed advisable.

Accordingly, the method which we think entitled to preference, all things considered, is that suggested as the third method.

The manner of improvement contemplated in connection with this method consists in deepening the channels across the bars, either by excavation or by dams so situated as to divert the water which now spreads over spacious bars and glides across them in thin sheets, and turn it upon the other portions of the bar, where it will be compelled to pass in a more compact volume and afford a greater depth.

It is also contemplated to remove all rocks, logs, &c., from the channels wherever obstructions of this description occur in the way of either ascending or descending boats. Whenever the current is too rapid for the ascent of steamboats, it is likewise contemplated to provide facilities for straightening the channels in some places and by forming new channels in others; also by affording conveniences for the attachments of warps at suitable points along the channels or above their heads, with respect to the extent, particular positions, and directions of the dams, &c. Matters of this nature should be left entirely to the superintending engineer, whose qualifications should be such as to enable him to decide with propriety upon the practical results likely to be produced by the accomplishment of each portion of the work. In reference to the particular points at which channels should commence or terminate, be widened or straightened to the adjustment of trusses or bolsters, as guards for boats to impinge against in their passage through new-cut channels, to the selection of warping, points and fixtures most convenient for warping, and to all other matters of variable application, the skill and tact of the resident engineer should be competent to a prudent decision.

Inasmuch as no particular notice has hitherto been given in relation to the capabilities of the navigation we have in view, or the craft contemplated to be employed in it, we have here taken occasion to offer a few remarks touching this subject.

On comparing the Tennessee River from Knoxville to the Pan with the Ohio from Pittsburgh to the mouth of the Kanawha, and judging from a personal examination of both, no doubt is entertained that the capacity for low-water navigation of the former is quite equal, if not superior, to that of the latter. Large sums have been expended on the upper part of the Ohio River for the sake of forming a low-water channel, which, in its improved state, does not afford a greater depth than 15 inches on several of its shoals. An equal depth is afforded on almost every bar of the Tennessee, through the whole distance above mentioned, independently of any improvements; and no doubts are entertained that a depth of 24 inches may be obtained at an expense comparatively moderate.

Accordingly we shall assume 2 feet as the greatest depth attainable with certainty by any judicious means employed, in effecting a sluice-navigation, to continue through the periods of low-water. This assumption is moreover fortified by a conviction on our part that the low-water depth of the Tennessee, at sundry points between the Pan and Muscle

Shoals, does not exceed 2 feet; for example, at a shoal near the head of Savannah Island, another at Long Island, at Gunter's Landing, at Port Deposit, and at a shoal above Decatur, and probably at several other points, where the depth at extreme low water does not exceed 2 feet. Hence we infer that a low-water channel of the depth just mentioned is best adapted to the low-water condition of the river.

With respect to the water-craft adapted to the navigation of such a channel, and to the river in which it is to be formed, it is obvious that no boat or vessel drawing more than 20 or 22 inches would be suitable, except in the highest stages of the water. With this limitation, which provides for a draught much greater than is generally admissible in the navigation of fresh-water rivers, boats of almost all descriptions and rating at 10 to 20 or 25 tons burden, according to the extent and flatness of their bottoms, may be employed to advantage in descending-navigation.

The craft employed for ascending-navigation should be steam or keel boats, or both in conjunction, the draught of which should not exceed that above mentioned.

It is believed that the most efficacious mode of applying steam-power to the purposes of such a navigation as we have in view, will be the employment of steam tow-boats each of which should be accompanied by two keel-boats of the draught and tonnage before mentioned. The steamboat should be constructed according to the most approved model for shoal-water navigation, and should be allowed to carry very little burden beyond the weight of the machinery, the apparatus with which a small cabin may be furnished, the necessary fuel, &c. By an arrangement of this sort, it is obvious that the steamboat may be detached from one or both of her keels on arriving at the foot of a rapid too strong for her to stem; first ascend by herself, by the agency of her steam, applied either to her paddle-wheels, or to the warp in case the current should be too strong to ascend by means of the wheels, and afterward, by the same agency applied to a warp, draw up the keels, together or in succession, according to the degree of resistance imparted by the current.

We take this occasion to observe in reference to any mode of navigation that may be adopted and to any description of water-craft that may be employed for that purpose, and especially for downward navigation, that security from accidents can only be obtained by the employment of skillful pilots, well acquainted with the position of the channels across the several shoals, and with that of the bars, rocks, hog-backs, &c., by which the river is beset at various points.

#### 4.—THE MANNER OF IMPROVEMENT DEEMED MOST ADVISABLE.

Our next object is to explain the manner of improving the river at the several points where obstructions occur, with a view to the formation of a low-water channel 2 feet deep across the shoals, and to the application of facilities for warping wherever such aids may be required. But before we enter upon these topics it will be proper to explain the construction of dams, toruses, or guards to prevent boats from impinging against the sides of channels, excavated in rock, together with sundry fixtures for the attachment of warps. The plan of constructing a wing-dam or other barrier for diverting the water from one channel to another or from one portion of a bar to another, deemed most simple, economical, and efficient, and at the same time most easy of application, is the following:

Strings may be formed of round timber, in pieces 40, 50, or 60 feet long, and 10 to 15 inches in diameter, suitably spliced together by means

of a sloped splice, shoulders, and treenails; two strings of this description, and of any suitable length, connected by transverse ties of sawed scantling 3 by 10 inches square, and 5 to 6 feet asunder, constitute the frame-work of the dam.

The connection between the ties and the strings should be effected by means of semi-dovetail tenons, of the width and thickness of the tie, and mortises in the strings adapted to the reception of the tenons, and a key driven behind each tenon opposite to the dovetail slope for the purpose of confining the string and tenon strongly together. The width in the clear between the strings, where one set only is employed, should be 5 feet; when two sets are employed, the width of the uppermost should be the same as before, while that of the lowermost should increase to such a width that the string of the uppermost may reline between those of the lowermost set, and in contact with them. Where three sets or frames are required, the first and second should be as just mentioned, while the third set should be increased in width sufficiently to receive the strings of the second.

In this manner the height or depth of the dams may be carried to any desirable extent.

The frame-work being thus prepared and the dam in a state of being formed, bushes, the limbs, twigs, sprouts, &c., of willows, sycamores, &c., are to be placed on the ties, and stones of various sizes, weighing from 20 to 100 or 200 pounds, are to be thrown upon the bushes, between the strings, entirely filling the spaces between the latter quite to their upper surfaces, care being taken to lay the largest stones on the top of the dam.

It will often happen that in the formation of such a dam cavities will occur beneath it and between the reefs of the rocky bar upon which it rests; also that these interstices will become deprived of the sand and gravel with which they were previously filled, by the increased action of the water upon them, occasioned by the construction of the dam. In this event special care must be taken to fill the interstices, thus made void, with stone or other materials suitable for the stoppage of such vents.

With a view of exhibiting data by means of which we can arrive at the probable cost of constructing dams of this description, at the several points where they are required, and under the most favorable circumstances connected with their respective locations, no allowances being made for casualties or interruptions of any kind, an estimate is here presented, covering the various items of expense incident to the expense of constructing a dam one yard long, one foot high, and of the requisite width, or to the constructing of a dam one foot high for each yard in length of such a dam. The estimate is as follows, viz:

Two strings, 10 to 15 inches in diameter, each 3 feet long, at 2 cents per foot	\$1.10
One tie, 3 by 10 inches, and 7 to 12 feet long, average cost	0.10
Carpenter's work	0.10
Placing dam in river	0.10
Filling with bushes, stones, &c.	0.10
<b>Total cost</b>	<b>1.50</b>

Hence the cost per yard for each yard in length of a dam one foot high will be estimated at \$1, and in cases where a higher dam is requisite, the additional cost per yard will be increased in proportion to the height, on the supposition that any increase in the quantity of materials required for a dam, more than one foot high, will not be attended with a corresponding increase in the amount of labor, but that the cost will be greater merely in proportion to the increased height.

A project of a dam of the description above contemplated, in plan, profile, and sections, is embraced in the drawings, together with the requisite explanation, to which your attention is respectfully invited.

Bolsters or tori will be required only at the Suck on one side of the new channel, at the Boiling Pot on both sides, and at Caney Creek shoals on both sides. It may also be advisable to provide similar defenses at the point above the Suck and at the Pan.

In regard to the construction and application of appendages of this sort, no specific rules can be given, owing to the irregularities of the points on the sides of the channel at which their attachments are to be made.

It is sufficient to observe that the timbers of which they are composed should be at least a foot square, sound and firm, substantially spliced and connected to the sides of the channel, either by iron bolts passing through them and driven into the rocky sides of the channel, by iron clamps embracing them and binding to the rocks, or by propping and bounding them with timbers substantially fastened to the bottom and sides of the channel and to the bolsters.

The position of the tori with respect to the sides of the channel should be such that, at the lowest stage of the water, they may rise no higher than the gunwales of the boats that ply in them; while at the same time they should be so located that the sides of the boat may not rise above the tori; accordingly in situations where the channels are too deep or their sides too high for a single torus to answer the object intended, an additional torus, at a greater elevation, and receding more or less backward from the channel, should be applied for the defense of boats in more elevated stages of water. The fixtures for warping are even more variable than those for the adjustment of the tori, and depend quite as much on the skill and judgment of the superintending engineer as the arrangement of the appendages last mentioned. A variety of apparatus may be employed for this purpose, and applied according to the different circumstances of the locality where it is to be employed. In some situations ring-bolts only will be required, which may be attached to the tori or to rocks or timbers at the heads of the channels; in others, chains with rings or hooks may be better adapted to this purpose, and in others, warping posts, set at or near the sides or heads of the channels. Booms projecting from the bank of the river, or even trees standing on the bank, may be preferable. In all cases, however, care should be taken that none of the fixtures employed for the purpose under consideration should in the least obstruct the entrance into the channel. Inasmuch as no precise data can be assumed for computing the expense of constructing and applying the tori and other appendages above considered, the probable cost accruing under their heads will be provided for under the head of contingencies.

It will be perceived that in course of our remarks we shall take occasion to state the quantities of rock proper to be removed at the several shoals and the prices per cubic yard for its removal. In regard to the former, it should be observed that the quantities have been estimated for rocks under water, not from any measurement, but from information obtained from our pilot, as to their number and magnitude, and from personal examination and observations carefully made; and in regard to the latter, that such prices have been annexed as were deemed adequate for blasting, or reducing and removing such rocks as the bars contained, under the peculiar circumstances attending them.

Moreover, the prices annexed to the removal of logs and trees will be

such as a passing inspection induced us to believe would be adequate to this object.

We now proceed to a particular description of the several shoals and passes in the Holston and Tennessee Rivers between Knoxville and the Alabama line, at which improvements are required, and to a specification of the particular manner of improvement deemed advisable at each, in order to obtain the object in view. In the performance of this part of our task, the order to be observed is that indicated by the order in which the passes occur, or descending the river from Knoxville.

No. 1. *Knoxville Shoals*.—These shoals are situated immediately opposite the town of Knoxville, a little below the principal landing. They are occasioned by a gravelly bar extending quite across the river, in connection with which are two small islands called *Tow-heads*, the one about 120 yards above the other; the main channel is on the right of both islands, and has a low-water depth of about 18 inches. The method proposed as a means of deepening the channel consists in a construction of two dams, one about 120 yards long and 1 foot high, extending from the head of the lowermost to a point opposite and near to the foot of the uppermost island; and the other 75 yards long and 1 to 3 feet high, extending from the head of the uppermost island along the highest part of the bar obliquely upward to the left shore. With these improvements it is believed that a channel 2 feet deep in low water may be formed entirely across the bar between the islands and the right shore. The distance across this bar is about  $\frac{3}{4}$  of a mile, in which distance the fall of the river in a low stage is  $8\frac{1}{2}$  inches.

No. 2. *Lyons's Shoals*.—These shoals are created by an extensive rocky bar, situated at the heads of two islands of the same name, and afford a low-water channel only 18 inches deep, through the distance of 300 yards. The river is here divided into three unequal parts or sloughs, by the islands above mentioned; that to the right of both islands containing the deepest channel, and by far the greatest portion of the river. Another similar bar, but of less extent, is situated at the lower ends of the islands, and affords a channel of the same depth only, through a distance of about 50 yards. The low-water channel across the former of these bars is situated close to the right shore of the river, and across the latter at the distance of about 50 yards from the lower point of the island. The obstructions on both consist of rocks at the bottom, mostly loose, together with a few sunk logs, all of which should be removed. The quantity of rock is estimated, 120 cubic yards, and the cost of its removal at \$1 per yard. The logs may probably be cleared from the channel at an expense of \$25. In addition to these improvements, it is proposed to erect a dam 130 yards long, and 1 to  $1\frac{1}{2}$  feet high, extending from the head of the principal island to that of the other, and another dam in continuation of the first, 70 yards long and 1 to 2 feet high, extending from the point last mentioned directly across the *slough* to the left shore. The object of these dams is to intercept a considerable volume of water that flows at present to the left of the principal island, and turn it into the right or main slough. By these means no doubts are entertained that a low-water channel may be formed in the right slough, with a depth of 2 feet.

The aggregate fall of the river at these shoals, which occupy a distance of nearly three-quarters of a mile, is nearly  $3\frac{1}{2}$  feet, most of which occurs in a distance of about 200 yards on the upper part of the shoals. Of course the current at this place will be too rapid for the ascent of steamboats in low water without warping.

No. 3. *Williams's Shoals*.—These shoals are situated at a cluster of



islands of the same name, at the head of which the shoals commence on a broad, gravelly bar. The deepest channel across this bar is in the immediate vicinity of the right shore, and has a low-water depth of only 12 to 15 inches through a distance half a mile. The lower part of the channel across this bar is also obstructed by rocks in the way of descending boats. The quantity that ought to be removed may be estimated at 75 cubic yards, and the cost of removal at \$1.25 per cubic yard.

At the lower part of the shoals is another bar of rock and gravel, occupying the entire width of the river immediately below the islands. The channel across this bar passes obliquely downward from the lowermost point of the largest island toward the left shore, and has for its greatest low-water depth 15 inches. The improvement required at these bars, in addition to the removal of the rocks before mentioned, are the construction of a dam 150 yards long, and 1 to 2 feet high, extending upward from the upper point of the largest island, in a direction parallel to the right shore, and that of a wing-dam 120 yards long, and from 1 to 2 feet high on the crest of the lowermost bar, extending from a tow-head near the right shore obliquely downward toward the left shore. These improvements, together with the removal of logs from the channel and trees from the bank overhanging the channel, the cost of which is estimated at \$40, are deemed sufficient to afford the requisite depth of water in the channel.

Another mode of improving these shoals is worthy of notice ; it differs from that proposed in all respects, except in so far as relates to the wing-dam on the lowermost bar, which is to be regarded as an appendage to the method here to be suggested. Instead of the main slough on the right of all the islands, in which the present low-water channel is situated, it is proposed to adopt a much smaller slough to the left of all the islands as a channel for improvement. The bed of this slough is very favorable for a boating channel, and presents no other obstruction except logs and impending trees, the cost of removing which is estimated at \$50. A plentiful supply of water may be thrown into this slough by erecting a dam, extending from the head of the island by which it is formed, directly across the river, to the right shore. The length of the dam will be about 260 yards, and its height from 1 to 2 feet, no part of the river on the line to be traversed by the dam having a greater low-water depth than from 20 to 24 inches. By these means it is believed that a channel may be formed in the left slough, affording the requisite depth of water. The length of Williams's Shoal is about one mile, in which distance the river has a fall of  $3\frac{1}{2}$  feet.

. No. 4. *Little-River Shoals*.—These are situated opposite a cluster of islands of the same name, and at the confluence of the Holston and Little Rivers. They are occasioned by an extensive bar of rock and gravel, which commences at the head of the cluster and terminates at its foot. The channel enters upon the bar a little above and opposite the foot of the uppermost island, which is situated close to the right shore, being separated from it by a slough 8 or 10 yards wide only. In its passage by the point of the island, for a distance of near 200 yards, the channel has a low-water depth of only 12 or 13 inches. This is the only part of the shoals at which there is not a sufficient depth of water.

The method of improvement deemed advisable at this place is the construction of a dam 200 yards long and 2 to 4 feet high, extending entirely across the left slough from the head of the principal island, which is called Round Island, to a point on the left shore, about 100 yards above the mouth of Little River ; also, of a wing-dam 120 yards

long and 1 to 2 feet high, beginning at a point on the left side, and midway of the island first mentioned, the uppermost of the cluster, and extending obliquely downward toward the upper part of Round Island. A partial improvement has been made on this part of the shoals, having for its object the formation of a channel near the lower point of the uppermost island, but it is believed that the old channel, the improvement of which is now contemplated, will afford a far better connection with the best low-water channel below the bar above considered.

Below this bar the only obstructions are several hog-back rocks in the way of descending boats, which may be removed at an expense of \$1.25 per cubic yard; quantity estimated at 80 cubic yards.

The distance across these shoals is about three-quarters of a mile, and the fall of the river in this distance is 5 feet 7½ inches. The current is, of course, too rapid for the ascent of steamboats without the aid of warps. Facilities for warping may be afforded by means of a chain and ring, anchored or otherwise attached to the bottom of the river, at the head of the shoals, the chain to be fished up from the bottom when a warp is to be attached.

No. 5. *Wright's Shoals*.—These shoals are occasioned by two bars extending quite across the river; the one a gravelly bar situated at the head of Wright's Island, and the other a bar of rock and gravel a little above the foot of the island, the distance across each of which is about one-quarter of a mile, the entire distance occupied by the island and shoals being one and a fourth miles. The channel across both has a sufficient depth in low water, and is situated very near to the left shore. The obstructions to navigation across this shoal consist of logs in the channel and trees impending the left shore, together with a few hog-back rocks on the lower bar. The quantity of rock to be removed is estimated at 150 cubic yards, at \$1.25 per yard; the removal of logs and trees will probably cost \$50.

The current across both bars is very rapid, the fall at the upper bar being 3 feet 3½ inches in a distance of little less than one-fourth of a mile, and at the lower bar 3 feet 2 inches in about the same distance, making the aggregate fall 6 feet 5½ inches. Of course the ascent of steamboats through these rapids must be effected by means of warps, which must be attached to trees on the bank or to warping-posts erected for the purpose.

No. 6. *Low's Shoals*.—The only obstructions at these shoals, which are situated near the head of an island of the same name, are logs sunk in the deepest channel and trees on the bank overhanging it. The cost of removing them is estimated at \$15.

No. 7. *Russel's Shoals*.—These shoals occupy an extent of little more than a mile, through which distance the river has a descent of nearly 4 feet, and a current through a part of the distance too rapid for the ascent of steamboats in low water without the aid of the warps. The obstructions commence at the head of an island of the same name, where the deepest low-water channel is in the immediate vicinity of the left shore, and is partially blocked up by sunken logs and impending trees. After passing these obstructions no others are presented except protruding bars of rock and gravel, which serve to deflect the channel alternately to the right and left, until we arrive at a bar extending quite across the river at a distance of one-half mile below the island. Across this bar the low-water channel has a depth of only 15 to 20 inches in the distance across it, which is about 120 yards. The channel may here be improved, either by excavating about 400 cubic yards of rock and gravel, at an expense of 87½ cents per cubic yard, or by constructing a

wing-dam 120 yards long and 1 to 2 feet high, commencing near the point where the bar is intersected by the deepest low-water channel, and extending obliquely upwards toward the left shore.

The quantity of rocks to be removed for the purpose of straightening the channel opposite the island, and for that of rendering descending navigation more safe, is estimated at 60 cubic yards, and at a cost of \$1.25 per cubic yard. The cost of removing logs and trees from the channel is estimated at \$15.

No. 8. *Turkey-Creek Shoals*.—These commence a little below a cluster of islands of the same name, and extend through a distance of three-fourths of a mile, embracing a rocky and gravelly bar situated a little below the cluster. The deepest low-water-channel part of the islands is in the immediate vicinity of the right shore, and has a sufficient depth of water, except at the bar below the islands. The only obstructions to its navigation are numerous logs and impending trees, together with several hog-back rocks in the way of descending boats. The quantity of the latter to be removed may be estimated at 50 cubic yards, and the cost of their removal at \$1.25 per cubic yard. The cost of removing the logs and trees is estimated at \$40.

The channel across the bar below the islands has a low-water depth of 15 inches through a distance of 50 yards. An improvement of this channel may be effected by the removal of a few hog-backs, gravel, &c., the probable quantity being about 100 cubic yards at 87½ cents per cubic yard. The fall in the river in passing these shoals is 2 feet.

No. 9. *Chota Shoals*.—These shoals commence a little above a cluster of islands of the same name, and extend some distance below them, embracing a length of about one mile, through which distance the river falls a little more than 3 feet.

The first obstruction is a broad, gravelly bar, at the head of the upper island, extending entirely across the river. The deepest channel across this bar is situated near the left shore, and has a low-water depth of 14 inches only. The method of improvement proposed for this part of the channel is the construction of a wing-dam 120 yards long, and 1 to 2 feet high, commencing near the deepest channel, at the upper edge of the bar, and extending obliquely upward toward the head of the island, along the crest of the highest part of the bar.

On leaving this bar the low-water channel becomes very serpentine, and is obstructed by numerous hog-back rocks and firm gravelly bars, across which the greatest depth in a low stage of water varies from 15 to 20 inches.

Two methods of improvement for these parts of the shoals are deemed adequate to the purpose of opening a low-water channel, viz:

First. The construction of a series of wing-dams jutting alternately from the left shore and from the islands upon the crest of a series of rocky and gravelly bars, jutting out alternately from the shore and the islands across which the water spreads, and becomes too shoal for boats drawing more than 10 to 12 inches. The deflections of the channel are occasioned by these protruding bars. The number of wing-dams required for this purpose will be four in addition to that first mentioned, and the extent of each dam 100 yards, their height varying from 1 to 2 feet. The removal of a few hog-back rocks, say 30 cubic yards, at \$1.25 per yard, will be required in connection with this method.

The other method contemplates deepening and straightening the channel by the removal of hog-back rocks, gravel, &c., the amount of which is estimated at 400 cubic yards, and the cost at \$1 per cubic yard.

The method first proposed would probably prove more efficient in affording the requisite depth in the low-water channel, but its adoption would be less conducive to the convenience and safety of descending flat-boats, especially in a stage of the river a little higher than that of low water, while the other method would be likely to afford greater facilities for warping at the most rapid points.

No. 10. *Booth Shoals*.—These shoals are situated near the island whose name they bear, and commence a little above the head of the second island. They are occasioned by bars of rock and gravel which occupy the several sloughs into which the river is here divided.

The main channel is situated in the slough on the right of both islands, and has a low-water depth of 15 inches only.

The obstructions in other respects consist of several hog-back rocks, which must be removed, viz, 75 cubic yards at \$1.25 per yard.

The deficiency of water may be remedied by a dam thrown directly across the head of the middle slough, diverting the water from this into the right or main slough; the length of the dam will be 130 yards, and the height 2 to 3 feet.

A little below the island is another shoal occasioned by a similar bar, the channel across which is obstructed by hog-back rocks, requiring removal. The quantity may be estimated at 35 cubic yards, and the cost at \$1.25 per yard. The descent of the river across the shoal is  $3\frac{1}{4}$  feet in half a mile.

No. 11. *Shaw's Shoals*.—The channel across these shoals is exceedingly intricate and winding. The entire distance across them is about one and one-half miles, in which distance the river has a fall of  $3\frac{1}{2}$  feet. They are situated near a cluster of very small islands of the same name, at the uppermost of which they have their commencement. The deepest low-water channel is situated to the left of the islands, and affords a depth of 12 to 13 inches, only for a short distance.

In passing these islands the channel has no less than three distinct deflections toward the left shore, from which it is as often deflected by projecting bars of rock and gravel.

In this crooked part of the channel the water, which is sufficiently deep, has a very rapid current. The only improvement of which it is susceptible is the reduction of the rocky points, with a view of rendering the channel more direct and the navigation less dangerous. The quantity of rock to be excavated for this purpose is estimated at 150 cubic yards, and the cost of removal at \$1.25 per cubic yard.

In addition to the improvement above suggested, another is required for the purpose of deepening the channel across a bar situated at the distance of about 500 yards below the island. This bar has an extent downward of about 300 yards, the deepest channel through one-half that distance affording a low-water depth varying from 12 to 20 inches. An improvement of the channel across this bar may be effected by either of the three following methods, the choice between which must be made to depend on a careful and minute examination in a very low stage of water.

The first method under contemplation is the excavation of a channel across the bar by the removal of rocks and gravel to the requisite depth. The amount to be removed is estimated at 250 cubic yards, and at an expense of \$1.12 $\frac{1}{2}$  per cubic yard.

The second method provides for the construction of a wing-dam, 150 yards long and 1 to 2 feet high, extending from the point where the channel enters upon the bar obliquely upward toward the right shore.

The third method also embraces the construction of a dam 200 yards

long and 1 to 3 feet high, extending from the point of a rocky and gravelly bar making out from the lowermost island downward in a direction parallel to the left shore, quite to the upper side of the bar across which the channel is to be improved.

The object of both these dams is the same, viz, to prevent the water from spreading over the extensive bar which occasions the shoal.

With the improvements above contemplated, it is believed that no other impediment will exist in the way of navigation across these shoals, save that of ascending the channel by means of warps, which will be found essential in navigating with steamboats during low water.

No. 12. *Bustle's Shoals*.—These shoals are extended about a quarter of a mile below the cave spring, and occupy an extent of about 500 yards. The deepest channel is situated near the middle of the river, and has been partially improved. Its low-water depth varies from 20 to 12 inches, being shoalest at the lower part of the bar.

The improvement of the channel across these shoals may be effected either by the construction of two wing-dams or by deepening the channel.

The method first suggested provides for the construction of a wing-dam, 100 yards long and 1 to 3 feet high, extending from the point where the channel enters the bar, obliquely upward along the crest of the bar, toward the right shore; also for that of another wing-dam, 150 yards long and 1 to 2 feet high, extending from the point where the channel leaves the bar obliquely upward toward the left shore.

In connection with this mode of improvement it will be proper to remove a few hog-back rocks, estimated at 50 cubic yards, and at \$1.25 per yard.

The amount of excavation in rock and gravel required, according to the second method, is about 250 cubic yards, the cost of removing which may be estimated at \$1 per yard. The fall of the river across the shoals is 8 inches in a distance of 500 yards.

No. 13. *Bell-Canton Shoals*.—These are situated opposite to a cluster of islands bearing the same name, and about half a mile above the confluence of Holston and Little Tennessee Rivers.

The main slough, in which the deepest low-water channel is situated, passes to the right of all the islands, and affords a channel 24 inches deep in the immediate vicinity of the right shore.

The only obstruction to its navigation are several logs and snags in the channel, and impending trees on the bank of the river.

The probable cost of removing these obstructions is estimated at \$30.

The fall of the river is here one foot in the distance of one-third of a mile.

No. 14. *Lenoir's Shoals*.—These shoals are situated immediately below the confluence of the Little Tennessee and Holston Rivers. The channel usually pursued by boats is situated near the middle of the river, and has a low-water depth of only 12 or 13 inches, notwithstanding it has already been cleared at the expense of considerable labor bestowed in the removal of rocks and gravel from the bed of the river.

In the immediate vicinity of the right shore is another channel of less depth, which was the boating-channel prior to the improvement just mentioned.

In preference to either of these channels, it is proposed to adopt a channel leading out of the Holston into the lowermost mouth of the Little Tennessee, and passing to the left of a small island near the left bank of the river.

The slough in which this channel is situated is about 35 yards wide, and affords a low-water channel more than 2 feet deep. The only im-

provement required in this channel is the removal of a few logs and rocks by which it is obstructed.

The descent of the water through this channel is  $1\frac{1}{2}$  feet in the distance of about one-quarter of a mile. Of course the ascent with steamboats may require the aid of warps, facilities for which are offered in connection with the contemplated channel, which cannot be had with equal convenience in connection with the present channel. Probable cost of removing obstructions, \$25; for the logs and trees, \$1.25 per cubic yard for the rocks, the quantity of which last is estimated at 20 cubic yards.

No. 15.—*Browder's Shoals*.—This rapid is situated at the lower end of a small island of the same name, and is occasioned by a reef of rocks about 50 yards wide, extending entirely across the river. The deepest low-water channel across the reef is at the distance of about one-third the width of the river from the left shore, and affords only 12 or 13 inches of water in a low stage.

The method of improvement deemed most advisable is the cutting of a channel across the reef near the present low-water channel, which may be effected by removing about 150 cubic yards of rock and gravel, at an expense of  $87\frac{1}{2}$  cents per yard. The fall of the river in passing the reef is 1 foot. A sufficient depth of channel might be procured by constructing a wing-dam 150 yards long and from 1 to 2 feet high, which would tend to increase the rapidity of the current, which ought to be avoided as much as practicable in all cases. Accordingly, the formation of a deep channel is deemed preferable to the construction of a wing-dam.

No. 16. *Carmichael's Shoals*.—These are situated about half a mile above Carmichael's Island, and are occasioned by a reef of rocks 50 to 80 yards wide, extending from the left nearly to the right bank of the river.

The deepest low-water channel across the bar is situated close to the right shore, and affords at least 2 feet of water in a low stage. The only improvement required at these shoals is the removal of sunken logs from the channel and impending trees from the right bank of the river, the cost of which may be estimated at \$25.

No. 17. *The Winding Shoals*.—The low-water channel across these shoals is close to the right bank and affords a depth of two feet.

The principal obstructions in the way of its navigation are logs at the bottom and impending trees on the bank of the river, together with a few hog-back rocks, the removal of which would contribute to the safety of descending boats. The quantity of the rock thus in the way does not exceed 40 cubic yards; the cost of their removal may be estimated at \$1.25 per yard. That of removing the logs and trees is estimated at \$50.

The current is very rapid through these shoals, having a descent of nearly three feet in the distance of a quarter of a mile. The ascent of steamboats past these shoals in low-water must be effected by means of warps, which may be attached to trees or posts on the bank of the river.

No. 18. *Harrison's Shoals*.—The low-water channel as well as the river is here confined to a very narrow space at the base of a rocky bluff on the left side of the river by a rocky and gravelly bar putting out from Harrison's Island and extending quite across the river. The low-water depth of the deepest channel across the bar, or rather three distinct reefs of rocks extending quite to the left shore, would be amply sufficient for the purposes of navigation but for several hog-back rocks standing in the way of boats, which ought to be removed. Their quantity is estimated at about 50 cubic yards, and the cost of their removal at \$1.25 per cubic yard.

The current is here very rapid, especially across the reefs, the fall of the river being  $4\frac{1}{2}$  feet in a distance of half a mile. The ascent of these rapids in low water by steamboats can be effected only by means of warps, which may be attached as at the shoals before described.

No. 19. *Cresey's Shoals*.—At these shoals is an island of the same name, about one-third of a mile long and separated from the left shore by a very narrow slough. The deepest channel is on the right side of the island and about midway of the main slough. The obstruction at this place is a rocky bar, with occasional hog-backs in the way of boats. The quantity of rocks to be removed is estimated at 40 cubic yards, at \$1.25 per cubic yard. Fall 8 inches in a distance equal to the length of the island.

A few logs should be removed from the channel opposite the lower end of the island, at the probable cost of \$10.

No. 20. *Sweetwater Shoals*.—The obstructions at these shoals consist in a gravelly bar, with occasional hog-back rocks at the head and especially at the foot of the island of the same name and in their vicinity. The depth of the low-water channel across the uppermost of these bars is 15 inches, and across the lowermost about 18 inches, through a distance of about 100 yards for each bar.

The channel may be sufficiently improved by two wing-dams, each 120 yards long and 1 to 3 feet high; one jutting obliquely downward from the head of the island toward the left shore, and the other in the same direction from the foot of the island. These, together with the removal of logs and trees by which the channel is obstructed, are the only improvements required at these shoals. The cost of removing the obstructions is estimated at \$15. The entire distance across the shoals is about half a mile, and the fall 12 inches.

N. B.—The dam at the head of this island may have a tendency to divert a portion of the water from the left to the right slough, which should be carefully guarded against. Should the result prove as here anticipated, it would be better to deepen the channel across the upper bar by the removal of rocks and gravel than to construct a wing-dam for that purpose. A channel of less depth may be formed on the right side of and very near to the shore of the river; but the improvement of this channel would probably prove more expensive than that on the other side of the island.

No. 21. *Bogart's Shoals*.—The shoals at this place occupy an extent of about 600 yards along the river, on the right of Bogart's Island, in addition to a reef of rocks, 5 to 15 yards broad, extending across the river at the head of the shoals, and another similar bar or reef of equal extent at their foot.

In order to open a channel across these reefs, rocks to the amount of about 35 cubic yards on each reef must be removed from the channel; in the aggregate about 70 cubic yards, at \$1.25 per cubic yard.

The improvement across the bar is proposed to be effected either by excavating a channel in the position indicated by the arrow in the drawings, which may be accomplished by removing hog-back and loose rocks, with which the proposed channel is beset at intervals, through the distance of about 500 yards, the quantity being about 600 cubic yards, at \$1.12 $\frac{1}{2}$  per cubic yard; or by the construction of three wing-dams, each about 120 yards long and 1 to 3 feet high, the first commencing near the head of the second island and extending along the upper side or crest of the bar obliquely down toward the right shore; the second one commencing near the right shore at the upper edge of the bar next below and extending toward the middle of the river, where it

will approach the deepest low-water channel; and the third to be located in a manner similar to that last mentioned, at the head or crest of the lowermost bar of these shoals, except the reef before mentioned, approaching the low-water channel at this place also. The entire fall across this shoal, in a distance of one mile, is about 13 inches.

The rocky excavations contemplated under this head, in connection with the proposed new channel, are considered as equivalent to the quantity which must be excavated in order to straighten and deepen the present low-water channel without the aid of wing-dams.

A partial improvement has been made at these shoals by excavating in the deepest channel.

No. 22. *Pond Creek Shoals*.—The only obstruction to low-water navigation at these shoals, which are situated at the distance of about a mile and a half above the mouth of the creek, whose name they bear, are a few hog-back rocks, which ought to be removed. The quantity may be estimated at 40 cubic yards, the cost of their removal at \$1.25 per yard. The distance across these shoals is about 300 yards, and the low-water channel 24 inches, the deepest channel passing obliquely to the left from its entrance upon the bar, which is about two-thirds of the width of the river from the right shore.

No. 23. *Bailey's Shoals*.—The deepest channel across these shoals is about 50 yards from the right shore, and affords a low-water depth of 15 to 16 inches; in the immediate vicinity of the same shore, however, is a channel more direct, but affording a less depth of water. Both channels are obstructed by hog-back rocks, which should be removed. The quantity to be excavated may be estimated at 40 cubic yards, at \$1.25 per yard. The channel nearest the shore would be more convenient on account of its straightness, but the removal of the rocks by which it is obstructed would prove much more expensive—being estimated at 50 cubic yards and at the same rate; in addition to which a wing-dam, 120 yards long and 1 to 2 feet high on the upper part of the bar, would be required. It may, therefore, be preferable to clear the obstructions from the channel first mentioned, which will insure a low-water depth of 2 feet.

No. 24. *The Seven-Island Shoal*.—The channel is here to the right of all the islands. Its low-water depth is generally sufficient, except at the following points, viz, at the head of the first island, where there is a gravelly bar extending nearly across the slough, on which, in the deepest place, and close to the right shore, is a channel sufficiently deep, but much obstructed by logs at the bottom. There is a bar of rock, about half a mile from the head of this slough, over which, for a very short distance, the greatest depth of channel is only 12 or 13 inches in low water, and opposite the two lowermost islands of the group there is a gravelly bar, having a low-water depth of 15 inches across it, in the immediate vicinity of the right shore, and through a distance of 100 yards.

The method of improvement deemed appropriate is the removal of the logs from the channel at the head of the slough, and the cutting of a channel across the rocky bar just mentioned, which last may be effected by blasting or otherwise removing about 150 cubic yards of rock from the bar and its vicinity, at an expense of \$1.25 per cubic yard.

These, together with the construction of a wing-dam 120 yards long and 1 to 2 feet high, to be located in such a position as will prevent the spreading of the water upon the lowermost bar, by confining it to the right side of the slough, where the deepest channel is situated, are all the improvements required, logs, &c., excepted.



The total descent of the river at these shoals, which embrace an extent of about two miles, is  $3\frac{1}{2}$  feet, the principal fall being at or near the rocky bar above mentioned.

The cost of removing the logs and trees by which the channel is obstructed is estimated at \$60.

In reference to this, as also to numerous other shoals, it should be particularly observed that the deepest channel, especially at the head of the shoals, passes in the immediate vicinity of the river-bank, and is either blocked up by rafts of drift-wood, sunk in the channel, or obstructed by trees growing on shore and stretching their branches and often their trunks so directly across the channel that boats cannot pass in low water without impinging either against these obstructions or against the bar on the other side of the channel. Particular caution should therefore be used in removing all obstructions of the character just mentioned.

No. 25. *Big Island Shoal*.—These are obstructions mostly occasioned by gravelly bars. They are situated at the head and along the right side of a large island whose name they bear. The slough on the right of the island is much longer than any on the left, and affords the deepest channel.

The first bar at which improvements are required is at the head of the island. Across this bar the low-water channel has a depth of only 15 inches through a distance of 200 yards. The second bar is situated at a distance of about half a mile below the first, and has its deepest channel in the middle of the slough, where the navigation is obstructed by a few hog-back rocks which must be removed, the quantity being 35 cubic yards, at \$1.25 per cubic yard.

A third bar is presented about two miles farther down, and is composed of gravel and pebbles. The channel across it is close to the islands, and has a low-water depth of 18 inches.

In addition to the removal of the rocks just before mentioned, it is proposed to erect four dams across an equal number of sloughs on the left of Big Island, for the purpose of turning the water that flows to the left of this island into the right or main slough.

The width of the slough between Big Island and that next to the left of it is 120 yards, and requires a dam of that extent, and from 1 to 2 feet high, to stop the passage through it in low water.

The slough next above this has a width of 30 or 40 yards, and requires a dam of that length and 1 foot high. The third slough above Big Island has a width of 100 yards, and requires a dam 100 yards long and 3 to 5 feet high. The last slough, which is contiguous to a rocky bluff, is 40 yards wide, and requires a dam of that length and 4 to 6 feet high.

The removal of a few logs and trees, the cost of which is estimated at \$15, will also be required. Thus improved, it is believed that a low-water channel having a depth of 2 feet will have been formed entirely through the shoals.

The current across these shoals is less rapid than usual at similar obstructions in this river; they embrace an extent of three and one-half or four miles, and have an aggregate descent of only  $3\frac{1}{2}$  feet.

Instead of the dam proposed, two wing-dams may be substituted, viz, one on the bar at the heads of the shoals, 200 yards long and 1 to 2 feet high, and the other at the lowermost bar, of the same length and height, the first extending from near the head of the island, obliquely downward toward the right shore, and the other obliquely downward from the head of the bar near the left side of the slough toward the right

shore. The method first proposed is deemed preferable, and more certain to effect the object in view.

No. 26. *Caney Creek Shoals*.—The shoals at this place are reported to afford a less depth of water in the low-water channel than any other obstruction between Knoxville and the Muscle Shoals. They embrace an extent of nearly four miles, following the course of the river, in which distance there are numerous bars of rock and of gravel, across which the deepest low-water channel will not admit the free passage of a boat drawing more than 12 inches of water.

The shoals commence about 50 yards above the head of Craney Island, at which place a bar of fast rocks extends entirely across the river.

The deepest channel across this bar is in the immediate vicinity of the right shore of the river. From this bar the channel passes downward close to the same shore, about three-fourths of a mile to the mouth of Caney Creek, and there turns to the left in a manner to pass the lower extremity of the island, at the distance of about 40 yards from it.

The channel thus far (three-fourths of a mile) is obstructed by numerous hog-back rocks, logs, impending trees, gravel-bars, &c. The amount of rock to be removed from this part of the channel may be estimated at 1,650 cubic yards, at \$1.25 per yard.

The fall of the river, between the head of the shoals and the lower point of the island, is 3 feet 9 inches.

From the lower point of the island the channel passes downward near the left shore, requiring no improvement for a distance of half a mile from the island; at this distance occurs a gravelly bar, with occasional rocks rising above the bar, and presenting obstructions in the way of boats. The extent of channel thus obstructed is about three-fourths of a mile, in which distance the quantity of rocks to be removed or reduced may be estimated at 150 cubic yards, at \$1.25 per yard.

These obstructions being removed, the requisite depth of water, viz, 20 inches, is to be obtained by the construction of two wing-dams, each 150 yards long and from 1 to 2 feet high; the first projecting upward and obliquely across the river toward the right shore, from a point near the head of the bar and within the distance of about 60 yards from the left shore; and the second commencing at a shoal point, about 40 yards from the same shore, and a little more than half a mile below the other dams, and jutting upward and obliquely across the river in a direction nearly parallel to the first dam.

From the site of the second dam the channel leads downward in the vicinity of the left shore about one mile, and has a sufficient depth of water without any other improvement, except those first mentioned. At the lower extremity of this mile the channel deflects to the right and crosses another similar bar, at a distance of about 150 yards from the left shore.

In order to deepen the channel across this bar it will be proper to construct a wing-dam, 120 yards long and 1 to 2 feet high, commencing at the crest of the bar near the main channel and extending obliquely upward toward the left shore.

The distance across this bar is something more than a quarter of a mile, through about 100 yards of which the greatest low-water depth does not exceed 15 or 16 inches.

By means of the improvements above proposed no doubt is entertained that a low-water channel may be formed entirely across the shoals having a depth of 20 inches.

In case a deeper channel should be required, the surest and most economical method of forming it will be as follows: Instead of a channel

on the right of the island it is proposed to form one on the left in the slough which passes on that side, and is about 150 yards wide. At the head of the island, and a little above it, is an extensive basin of rock, affording the requisite depth of water. Between this basin and the left slough is a bar, mostly of solid rock, the surface of which rises quite as high as the low-water surface of the basin. The distance across the bar is about 300 yards, and the fall of the river  $3\frac{3}{4}$  feet.

The channel is to be formed 50 feet wide, increasing to a width of 75 feet at its head and  $3\frac{1}{2}$  feet deep, extending entirely across this bar by excavating the rock for that purpose. The quantity to be excavated will amount to 3,850 cubic yards, at  $87\frac{1}{2}$  cents per yard. Below this bar there is no obstruction in the slough through the entire distance to the lower point of the island save the present shoalness of the water, which will no doubt be amply remedied by opening the channel, as just proposed.

In these and all other similar excavations for the formation of new channels, care should be taken to deposit the excavated material at the bottom or sides of the channel below in such a manner as to prolong the channel downward and give to it a uniformity of width, depth, and declivity, with a view to render the current more equable and extend it through the greatest practicable distance.

Through the channel thus formed the rapidity of the current will, no doubt, be such as to require warping in the ascent of boats, conveniences for which are afforded in conformity to this method.

This improvement, together with the prolongation of the wing-dams, already proposed, to an additional extent of fifty to seventy-five yards each, will, in all likelihood, effect the object in view, viz, the formation of a channel 2 feet deep across the shoals.

The aggregate fall of the river in its passage over these shoals is about 7 feet in a distance of about three and a half miles.

The cost of removing logs and trees from the present low-water channel is estimated at \$75.

No. 27. *King's Shoals*.—About two and a half miles below Ellis Ferry is a rocky and gravelly bar, situated in the middle of the river and extending entirely across it; a portion of this bar, midway of the river, is left bare in low water, the deepest channel across it being situated in the immediate vicinity of the shores.

That near the left bank has a low-water depth of only 12 inches through a distance of 15 yards, and a depth of 20 inches through a distance of 20 yards more, and is much obstructed by fast rocks; that on the right side has a low-water depth of 18 inches through a distance of 100 yards, the channel being formed of loose rocks and gravel.

Two modes of improvement are here suggested, viz, the construction of a wing-dam 100 yards long and 1 to 2 feet high, extending from the upper part of the dry bar obliquely downward toward the right shore, having for its object the formation of a channel on the right side of the river, or the opening of a channel by blasting and removing the obstructions from the channel upon that side. The difference in the expense attending the adoption of either of these modes will be very inconsiderable, while the adoption of the former will be likely to afford the most accessible and commodious channel. In case the channel at the right shore is preferred, it will be proper to remove from it a number of logs and to clear from the shore several trees by which it is overhung, the cost of which is estimated at \$25.

The quantity of rock that must be removed, in case the second method

is preferred, is estimated at 75 cubic yards, and the cost of removal at \$1.25 per cubic yard.

No. 28. *Winton's Shoals*.—The obstructions at this place are regarded as among the most difficult to be met with between Knoxville and the Suck, on account of their length and the shoalness of the water and the devious character of the low-water channel.

The river for a distance of about four miles, which is the length of these shoals, is here divided into two parts, or sloughs, by an island of that length called Winton's Island, and having the form of a crescent, concave on the right side.

At the head of this island are two others of less size; the first above it being separated from the large island by a shoal slough 80 or 100 yards wide, and the uppermost of the three being separated from the other small island by a slough of about the same width, in which the deepest low-water channel is situated. The width of the main slough of the river, which is on the right side of all these islands, is about 400 yards; that of the slough to the left of the uppermost island is 250; that of the slough to the left of the other small island, and between it and the left shore, 150 yards; and that of the slough to the left of the main island varies from 75 to 100 yards only. The navigation of the main slough is obstructed by numerous reefs, extending quite across the slough, and presenting numerous rocks in the way of boats, while that of the left slough has no other impediment worthy of notice save the shoalings of the water and a few hog-backs at the lower end of the large islands, which must be reduced in order to form an open channel.

At the head of the uppermost island, and between the two small islands and the left shore, are also several hog-back rocks requiring to be removed. The entire quantity of rock proper to be removed, as obstructions to the navigation on this part of the river, may be estimated at 150 cubic yards, and at a cost of \$1.25 per cubic yard.

The other improvements contemplated at this place consist of three dams, as follows, viz:

A dam 100 yards long and 2 to 3 feet high, extending across the head of the slough, passing between the large island and the small one next above it.

A dam of the same length, and 3 to 4 feet high, extending across the main low-water channel at the head of the slough situated between the two small islands; and a dam about 300 yards long, and 1 to 3 feet high, extending from the point of a bar, at the head of the uppermost island, and about one-third of the distance from the island to the left shore from it, in a direction upward from that point toward the right bank of the river, the course from the point being north 56° west.

The aggregate fall of the river in its passage across these shoals is about 3 feet, the distance by the right or main slough being estimated at four and one-half miles, and that by the left slough at five and one-half miles.

By means of the improvement above suggested, together with the removal of the numerous logs and impending trees from the left slough, at an expense of about \$150, it is believed that a low-water channel, 2 feet deep, may be formed in the left slough entirely through the shoals.

No. 29. *White Creek Shoals*.—This is a very difficult part of the river to navigate, owing to the crookedness of the deepest channels and the want of sufficient depth of water in a low stage to admit the passage of boats drawing more than 16 inches. The navigation is, moreover rendered exceedingly dangerous in low water by a multiplicity of ragged rocks with which the channels are generally beset.

In connection with these shoals are four islands of the same name, or rather two islands and two *tow-heads*. The largest island, which is the lowermost of the cluster, is about 500 yards long, and situated near the left bank of the river, being separated from it by a narrow slough about 60 yards wide and affording only 5 to 6 inches of water in a low stage.

Next above this is an island of less size, separated from the former by a slough 40 yards wide, through which the water passes from the left toward the right of the river. At the distance of about 200 yards above this island, and considerably to the right of it, is a tow-head, situated about one-third the way from the left to the right shore. The uppermost of the group is another small island or tow-head similar to that last mentioned, and at the distance of about 400 yards from it, occupying a position near the middle of the river.

Between these two tow-heads, and just above that first mentioned, is situated the deepest channel leading across the shoals, which, for its low-water depth, has 15 inches only. Below both tow-heads, and between them and the upper of the two islands, is another channel of less depth, and not more favorable in other respects for navigation.

The main passes for the water of the river are situated between the two tow-heads and above the islands through which the water flows in a direction from the left to the right side of the river, spreading over extensive rocky and gravelly bars, thick set with protuberant crags or hog-backs.

The left slough, although, as before remarked, it contains but very little water, nevertheless presents the most direct and favorable bed for a boating-channel. With the exception before mentioned, it presents no other obstructions in the way of boats than occasional rocks, which may be readily removed, together with a few logs and impending trees, the removal of which for the entire shoal will probably cost \$40.

The entrance to this, as to all other channels through these shoals, is obstructed by a bar of rocks at the uppermost tow-head. In order to open a channel across this bar it will be necessary to remove or reduce numerous rocks by blasting under water and in a rapid current, as also several others situated below the bar, amounting in the aggregate, if we include those before mentioned as being situated in the left slough, to 250 cubic yards, the cost of which may be estimated at \$1.25 per cubic yard.

In addition to the work above suggested, and in order to complete the improvements at these shoals, it is proposed to construct the following dams, to wit:

A dam 400 yards long and 1 to 4 feet high, extending from the upper tow-head to that next below it; another, 200 yards long and 1 to 3 feet high, extending from the tow-head last mentioned, to the head of the upper island; and a third, 40 yards long and 2 to 3 feet high, across the small slough between the two islands.

The object of all these dams is to intercept the passage in low water from the left to the right side of the river, and afford a sufficient depth in the slough leading down the left margin of the river to render it navigable in low water; and by these means it is believed that a low-water channel 2 feet deep may be formed.

The extent of the shoals from the upper to the lower end is about one mile, in which distance there is a fall of 5 feet 5 inches.

N. B.—It is believed that, instead of the sum first mentioned, a dam of only half the length, viz, 200 yards, extending from the lowermost tow-head upward, across the main low-water channel, in a direction par-

allel, or nearly so, to the left shore of the river, will answer the purpose. The height of the dam will vary from 1 to  $4\frac{1}{2}$  feet.

No. 30. *Gillespie's Shoals*.—These shoals are occasioned by a rocky and gravelly bar, putting out from the right shore, just below Gillespie's Ferry, and extending very nearly across the river; also by another similar bar, about a quarter of a mile below the former, putting out from the left shore and extending two-thirds across the river. The passage around the point of the former is very narrow, and affords the deepest channel, which is here obstructed by a few fast rocks jutting into the channel and rendering the navigation dangerous. These rocks should be removed by blasting, the quantity of rock thus to be excavated under water being about 20 cubic yards, at \$1.25 per cubic yard. The channel is also obstructed by logs and impending trees, which ought to be removed. The cost of removing these obstructions is estimated at \$30.

At the other bar there is not sufficient depth of water for boats to pass in a low stage, the depth not exceeding 16 inches.

A channel of sufficient depth may be formed at this part of the shoals by erecting a wing-dam on the highest part of the bar, extending from the left bank obliquely downward toward the right, through a distance of about 300 yards. The height of the dam will vary from 1 to  $2\frac{1}{2}$  feet.

The descent of the water in a distance of little more than half a mile across these shoals is 20 inches.

No. 31. *Walton's Shoals*.—The obstructions at this place consist of a bar of solid rock, stretching from the right shore quite to the foot of the uppermost of Walton's Islands, which is a mere bar covered with willows. The deepest channel across it is within a very short distance of the island, and has a low-water depth, through a distance of about 50 yards, of 16 inches only.

The best improvement across this shoal is to deepen the channel by blasting or likewise removing the rocks through the distance above mentioned, and to the average depth of about 12 inches, which will give a low-water depth of at least 2 feet.

The quantity of rock to be removed may be estimated at 400 cubic yards, and the cost of removing at \$1.25 per cubic yard.

The fall at this place is 2 feet in the distance of about three-quarters of a mile, which may produce a current too rapid for the ascent of a steamboat without warping in extreme low water.

No. 32. *Well's Shoals*.—The obstruction at this place is occasioned by a gravelly bar, extending from the left shore nearly across the river, and occupying a distance of about half a mile lengthwise of the river.

The only improvement necessary in order to give a low-water depth of 2 feet in the channel, which is situated in the immediate vicinity of the right bank, is the removal of logs from the channel and impending trees from the bank through the distance above mentioned, the cost of which is estimated at \$25.

No. 33. *Goodfield's Creek Shoals*.—These shoals have an extent of about three and a half miles, through which distance a broad gravelly bar occupies the middle of the river, having a channel on both sides in the vicinity of the shores. That near the right bank is deepest, affording a low-water depth of at least 2 feet, except for the distance of about 100 yards at the lower end of the bar, and of nearly the same distance at the upper end of the bar, in both of which the low-water channel has a depth of only 20 inches.

The improvements required at these shoals are the construction of a wing-dam at the head of the shoals, about 100 yards long, and so situated

as to throw an additional quantity of water into the right channel, and another of equal extent at the lower end of the bar, parallel to the right shore, and situated in such a manner as to prevent the water from leaving the channel and spreading toward the left shore.

The height of the dam first mentioned will vary from 1 to  $2\frac{1}{2}$  feet; that of the other need not exceed 1 foot. Numerous logs to be removed from the contemplated channel and impending trees from the bank of the river, at an expense amounting probably to \$60.

The aggregate descent of the river in the distance of two and a half miles, comprehending these shoals, is  $2\frac{1}{2}$  feet, the current having nearly a uniform velocity through the entire shoals.

No. 34. *Kelly's Shoals*.—The low-water navigation across these shoals is rendered exceedingly difficult and dangerous by reason of the crookedness of the channel on the upper portion of the shoals, and a want of sufficient depth of water on the lower, together with numerous prominent rocks or hog-backs or both, that cannot be avoided, especially by flat-boats in a low stage of water.

† The method of improvement proposed for these shoals is the opening of a new and more direct channel across the bars, about one-third of the width of the river from the left shore. In order to effect this object, it will be necessary to deepen the channel across these bars by removing the rocks, &c., from the contemplated channel to a depth of 6 to 12 inches below the present surface of the bars, and through the following distances on each, viz: For the uppermost bar, 50 yards; for the middle, 75 yards; and for the lower bar, which is by far the greatest obstruction of the three, 250 yards. The amount of excavation on these bars may be estimated at 1,200 cubic yards, at \$1.12 $\frac{1}{2}$  per cubic yard.

By these means it is believed that a low-water channel may be formed, affording a depth of 2 feet in low water. But, inasmuch as the descent of the river is very considerable at this place, viz, 3 feet in the distance of a mile, which is the length of the shoals, it will probably be necessary for ascending boats to warp through the channel; for this operation the requisite facilities will be afforded, in connection with the proposed new channel, but cannot conveniently be had in connection with the present low-water channel, which is exceedingly crooked.

No. 35. *Lee's Shoals*.—The channel is here situated in the immediate vicinity of the right shore, and has a sufficient depth of water in all stages. The only improvement required is the removal of logs from the channel through a distance of two to three hundred yards, in which distance obstructions of this character are frequent. The cost of their removal is estimated at \$20.

About two and a half miles above this shoal is another, extending from the right bank of the river nearly two-thirds across it, the river spreading to the width of about 500 yards, and in extreme low water presenting an uncovered bar, occupying nearly one-half the width of the river. The low-water channel has a depth of about 26 inches, and is situated about one-third of the width of the river from the left shore.

No. 36. *Hiwassee Falls*.—In connection with these shoals are three islands bearing the same name, the largest of which is about a mile and a half long and a half mile wide. The Hiwassee River enters the left slough of the Tennessee about midway of this island. The right slough contains the most water and the deepest channel. The shoals are situated near the foot of the middle island, in the right-hand slough, and are occasioned by a gravelly bar extending across the slough, over which the greatest low-water depth does not exceed 20 inches in a distance of not more than 100 yards.

By constructing a wing-dam 100 yards long, leading obliquely downward from a point about 30 yards below a grassy bar about midway of the island, very near to it in a direction converging toward the right shore, a channel, having a low-water depth of 2 feet, may be readily formed.

The height of the dam will vary from 1 to 2 feet. This, together with the removal of logs, snags, and trees that obstruct the channel, is all the improvement at this place.

The descent of the water at this shoal is about 6 inches in half a mile.

The cost of removing the obstructions, also mentioned, is estimated at \$25.

No. 37. *Sale Creek Shoals*.—These shoals are situated in a part of the river denominated the Ten-mile Beach, and embrace an extent of about one and three-quarter miles, commencing a little above the head of the upper, and terminating about midway of the lower, island.

The deepest channel is on the right of both islands, and at the shoalest places has a low-water depth of 20 inches. By clearing away the logs from the channel and impending trees from the right bank there is little doubt that a low-water channel, 24 inches deep, may be had. In case this method should not prove effectual, it will be necessary to construct a dam extending nearly or quite through the whole distance between the islands, which is something more than half a mile. The height of the dam from the bottom of the river will, for the most part, vary from 1 to 2 feet, but through a distance of about 150 yards will be from 2 to 3 feet.

The descent of the river at the Sale Creek Shoals, in the distance above mentioned, may be estimated at 18 inches, and the speed of the current at four miles per hour in the most rapid places. It is believed that these and several other shoals, deemed impassable in low water without an improvement of the channels leading across them, need no other improvement to render them navigable in low water for boats drawing 20 to 22 inches but merely that of clearing away the impediments by which they are thus accidentally obstructed.

The cost of removing the obstructions above mentioned is estimated at \$150.

No. 38. *Opossum Creek Ripple*.—This is an inconsiderable obstruction, situated a little more than two miles above Sauda Shoals, and occasioned by a rocky bar extending nearly across the river. The deepest channel is situated in the immediate vicinity of the right shore, and is obstructed, in low water, by a few rocks and logs, the removal of which, together with the clearing away of impending trees from the right bank of the river, is the only improvement required at this place. The quantity of rock to be removed may be estimated at 30 cubic yards, at a cost of \$1.25 per yard.

The removal of logs and trees from the channel will probably cost \$30.

No. 39. *Sauda Shoals*.—Among the most considerable obstructions to low-water navigation are the Sauda Shoals, situated between Blue Spring and the head of Sauda Islands.

The lower part of these shoals has been known by the name of Blue Spring Creek Shoals, and the upper part of them by the name which we use to designate the whole.

The deepest channel through these shoals is very crooked and much obstructed by hog-back rocks, which render the navigation exceedingly difficult and hazardous.

The best method of improving these shoals embraces the formation



of a new low-water channel in the vicinity of the right shore, which may be effected in the following manner:

1. From the head of the uppermost island a wing-dam should be extended about 120 yards upward, in a direction diverging from the right bank of the river in such a manner as to intercept a considerable portion of the water that passes to the left of the islands. The height of the dam from the bottom of the river will vary from 1 to  $3\frac{1}{2}$  feet.

2. A dam should be constructed across the slough between the islands, extending about 100 yards from the foot of the uppermost to the head of the lowermost island. The height of this dam from the bottom of the river will vary from 1 to  $3\frac{1}{2}$  feet. Its object is to intercept the water which would otherwise pass between the islands from the right to the left slough of the river.

3. A dam should be extended from the foot of the lowermost island, downward in a direction parallel to the right shore of the river, and through a distance of about 450 yards. The height of this dam from the bottom of the river will vary from 1 to  $3\frac{1}{2}$  feet; its object is to intercept the water that passes through the deepest low-water channel at this place, and turn it on the proposed new channel.

4. A few hog-back rocks must be removed by blasting, or otherwise, from the right slough of the river a little above the lower point of the lower island; also, another similar obstruction situated in the contemplated channel, near the right bank of the river. The aggregate quantity of rock thus to be removed or reduced may be estimated at 250 cubic yards, at \$1.25 per cubic yard.

5. The numerous logs and snags must be removed from the contemplated channel, both in the vicinity of the islands and near the right shore below them. Also, numerous trees standing on the right bank of the river and overhanging the channel, should be cleared away. The cost of their removal is estimated at \$100.

By these means a channel may be formed, having an ordinary low-water depth of 2 feet through the entire length of the shoal, which embraces a distance of two and three-quarter miles, and has an aggregate descent of a little more than 3 feet.

No. 40. *Hamilton's Shoals*.—The obstructions at this place are comparatively inconsiderable. They consist merely of a gravelly or pebbly bar at the foot of the island in the left slough, in which the main channel is situated, and another similar bar a little below the head of the island on the same side, across which the channel is considerably narrower, but has a depth of 2 feet.

The channel at the foot may be sufficiently improved by forming a wing-dam 18 inches high and 120 yards long, stretching obliquely downward from the left shore in a direction to meet the shoalest water near the foot of the island.

Dallas, the seat of justice for Hamilton County, is situated on the right bank of the river, one-fourth of a mile below the head of the island. The slough on this side may be rendered navigable in low water by means of a wing-dam 150 yards long and 18 inches to 2 feet high at the head of the island, situated in such a manner as to intercept a portion of the water that would otherwise pass through the left slough. This, together with blasting a few hog-backs near the right shore—say 50 cubic yards, at \$1.25 per yard—and clearing away numerous logs in the immediate vicinity of the right bank, where the deepest water is to be found, and removing several trees from the bank, is all that is required at this place in order to form a low-water channel 2 feet deep. The adoption of this last method will contribute to the accommodation of the

town of Dallas. The cost of removing logs and trees is estimated at \$60.

The fall of the river at this place, in a distance of about three-fourths of a mile, is 15 inches.

No. 41. *North Chickamauga Shoals*.—The obstructions at these shoals are far less considerable than those just before noticed. They are occasioned by a gravelly bar situated in the right slough immediately at the foot of an island of the same name.

The channel across this bar is close to the right shore of the river, and has a low-water depth of about 24 inches. The only improvement required, agreeably to present appearances, is the removal of logs and trees from the channel and from the right shore, the cost of which is estimated at \$50.

In case this should prove inadequate, a wing-dam 150 yards long and from 1 to 2 feet high may be constructed leading from the head of a tow-head, situated at the lower end of the main island, in a direction obliquely downward to the upper end of the main channel across the bar. The fall at this bar is about 8 inches.

No. 42. *South Chickamauga Shoals*.—The obstruction at this place is occasioned principally by projecting rocks or hog-backs, connected with the stratifications that constitute the bed of the river, which is here 450 yards wide. The deepest channel is situated in the immediate vicinity of the right shore, and is obstructed by rocks of the description above mentioned, which must be removed by blasting or otherwise. The quantity to be removed may be estimated at 200 cubic yards, at the rate of \$1.25 per cubic yard.

In addition to this, the only improvement required on this part of the river is the removal of numerous logs, &c., lying in the channel and trees standing upon the shore and overhanging the channel, the cost of removing which is estimated at \$100.

The fall of the water across this shoal is  $19\frac{1}{2}$  inches in a distance of five-eighths of a mile.

No. 43. *Ross's First Shoal*.—At this place is presented a shoal, situated at the head of Ross's Island, and in the right slough, which is the main boating-channel. The river spreads to the width of about half a mile both above and below the island. At the former locality the deepest boating-channel is situated near the middle of the river, and is obstructed by a pebbly and gravelly bar, over which the low-water depth does not exceed 15 inches. Another similar bar is presented on the right of the island, about one-third of its length from its head.

The plan of improvement proposed as a remedy for both these bars is, to construct a wing-dam about 150 or 200 yards long, and rising 1 to 3 feet from the bottom of the river. Its position should be such as to intercept the draught of water into the left slough, stretching in an oblique direction from a point about midway of the river and 150 yards above the island upward toward the left bank of the river. The channel is also obstructed by logs or snags, the removal of which will probably cost \$45. The fall of this shoal is  $13\frac{1}{2}$  inches in a distance of half a mile.

No. 44. *Ross's Second Shoal*.—The obstructions at this place consist in a shoal of rock and gravel, extending across the river at the head of a small island called Ross's Tow-head, and another of sand and gravel at the foot of the island. The greatest depth of low water across the bar is about 12 inches.

The method of improvement suited to these shoals is to remove, by blasting or knocking off, crests of numerous hog-back rocks of moder-

ate size, and extending across the head of the channel on the left side of the island, which is the main channel of the river, and by clearing away logs and impending trees, by which means it is believed a sufficiency of wall will be afforded. In case the expedient should fail, an additional one should be adopted, viz, that of extending a wing-dam, 200 yards long, 1 to 3 feet high, obliquely across the channel on the other side of the island, commencing at its head and running obliquely upward in a straight direction about half way to the right shore.

The quantity of rock to be reduced in the manner above mentioned may be estimated at 150 cubic yards, and at a cost of \$1.25 per yard, the whole below the surface of the water. The cost of removing logs and trees is \$50. The fall of the river at this place is 10 inches in a distance of three-eighths of a mile.

By the means above mentioned it is believed that a low-water channel may be formed, having a depth of 2 feet entirely through the shoals.

No. 45. *The Tumbling Shoals*.—The obstructions presented by these shoals are accounted the most formidable of any to be met with between Knoxville and the Suck in a low stage of the river, but are entirely harmless in high water. They consist of a rapid current, a crooked low-water channel, and a multiplicity of rocks, either fast or loose masses, situated in or near the deepest low-water channel, and rising nearly to the surface of low water.

The manner of improvement deemed most appropriate for these shoals is the formation of a new channel, leading across a rocky bar at their head, at the distance of about 130 feet from the low-water margin at the left bank of the river. The objects to be accomplished by this part of the work are the straightening of the channel and the procurement of facilities for warping, by fixtures attached to the left shore at the head of the rapids.

Similar facilities might be afforded at a less expense of excavation by throwing the channel at the head of the rapids farther from the left shore, and constructing a pier at that place, but it is deemed most prudent to dispense with the pier, inasmuch as it might be in the way of descending boats attempting to enter the channel.

The difference in the amount of excavations thus accruing will probably be about 75 cubic yards in favor of the latter method, the expense of which, by the by, will be more than counterbalanced by that of the pier, which is regarded as an appendage of this method.

From the intersection of the uppermost bar a channel should be opened, by the removal or reduction of rocks leading downward in nearly a straight direction to a point of rocks on the left side of the river, below the rapids.

The rocks at present obstructing the channel below the bar, at the head of the rapids, consist of several water-worn fast rocks, standing near the present deepest channel, and rearing their summits a little above the surface of extreme low water. These, together with numerous rolled masses, situated in or near the deepest channel, must be removed or reduced in order to open a safe channel for boats.

The amount of excavations in rock, agreeably to the first method, is estimated at 300 cubic yards, and, agreeably to the second method, at 375 cubic yards, and the cost of removal at \$1.12½ per cubic yard.

The fall of the river at this place, in an extreme low stage, is about 2½ feet in a distance of about a quarter of a mile.

No. 46. *Rocky Point, a quarter of a mile above the Suck*.—The obstruction at this point may be regarded merely as a high-water impediment, vanishing almost entirely at a stage 20 inches above low water.

The method proposed as a remedy for this obstruction consists of forming a high-water channel along the left bank of the river, and in rear of several huge masses of rock standing nearly midway of the river-bed, between which and the left bank there is a channel already partially formed, but still obstructed by numerous rocks of far less size than those just mentioned.

It is proposed to remove or reduce the rocks in this channel, in a manner to clear it of obstructions, to a depth or level 2 feet above low-water mark, and to a width of 50 feet. The amount of excavation required for this purpose is estimated at 1,000 cubic yards, and its cost at 62½ cents per cubic yard.

On the supposition that a channel 6 feet above low water should be deemed adequate to the purpose, one-tenth only of that amount of excavation, or 100 cubic yards, will be required.

No. 47. *The Suck*.—Sufficient has been already advanced in relation to this pass, as also to those hereafter to be noticed, to give an adequate idea of their characters and the value of their structures. It only remains to exhibit the manner and probable cost of their contemplated improvements.

Two methods of improving the Suck have been brought to our particular attention, viz: the first, which contemplates the forming of a low-water channel 50 feet wide, by excavating across the rocky points on the right side of the river through the distance of 1,020 feet; and the second, which consists of the removal of obstructions and the particular formation of a new channel through a distance of 800 feet on the left side and near the left shore of the river; the former providing for a channel removed to the distance of 80 to 100 yards from the present low-water channel, and the latter either in its immediate vicinity or but a very few yards from it.

The amount of excavation required agreeably to the first method will be more than 12,000 cubic yards, at 75 cents per yard. That required by the second method, little more than 8,000 cubic yards, at 87½ cents per cubic yard.

The first may be preferable on account of the greater distance through which the fall of the river at this place will be distributed by its adoption; while the latter promises the advantage of being appropriate for a boating-channel at all stages of the water, while at the same time its extent is deemed sufficiently great to moderate the velocity of the current to a speed that may be resisted by the force of warps.

Moreover, the head of the proposed channel on the right shore will be situated immediately at the debouchure of Suck Creek, which, during the prevalence of a heavy rain or shower, assumes the character of a torrent, and brings down with its waters large quantities of gravel and pebbles, and even rocks of large size, which would be liable effectually to block up a channel on that side of the river. The direction of this creek, near its mouth, may be so changed as to obviate the difficulty above suggested, but this object can be accomplished only by the formation of a strong dam a little above its mouth, the cost of which would be very considerable, while its being necessarily located in a gorge, through which a part of the water of the river pours with great violence in a very high stage, would be likely to endanger high-water navigation on that side, unless the same were raised quite above the reach of the highest freshets.

From these and a variety of other considerations, which need not be urged on this occasion, we are induced to prefer the second method, in

connection with which far greater facilities for warping are presented than are to be had in connection with the other method.

No. 48. *The Boiling Pot*.—The improvement contemplated at this place, in addition to those already made, which are to be regarded as valuable in so far as they have contributed to enlarge the passage through which the river has to pass, consists in the formation of a new channel 50 feet wide across the left point or on the left side of the river, opened to a depth or level 18 inches below low-water mark; also in the reduction of a large rock attached to the left shore, about 200 feet above the point, and several other rocks situated between the large rock and the point, together with others below the point.

The amount of rock contemplated to be removed or reduced is estimated in the aggregate at 1,773 cubic yards, about one-third of which is under the surface of low water, and the average cost of its removal at 87½ cents per cubic yard.

The object of removing the large rock above the point is, that boats may be able to ascend, by the aid of warps, past the point where it now stands during the high stages of the water, and arrive at a point above it, whence they may pursue their voyage upward by the agency of steam without being in danger of being drawn back through the pass. By these means facilities for warping, in all stages, will be afforded on the left side of the river.

No. 49. *The Skillet*.—The only improvement required at this place consists in the requisite fixtures for warping, which is required only during the lower stages of the river, and may be applied in either of the ways already suggested, according to the discretion of the superintending engineer.

No. 50. *The Pan*.—Both sides of the river at this place were carefully examined, with a view to the most favorable locality for an improvement, and resulted in establishing the conviction that an improvement having for its object the accommodation of ascending boats during all the more elevated stages of the water, should be located on the right shore.

The particular locality on this side of the river, best adapted to the purpose, is in the rear of a series of high, massive rocks, extending along the side of the present low-water channel, between which rocks and the right bank of the river is a channel like that at the point of rocks above the Suck already partially formed. By opening this channel more effectually, which must be done at the expense of blasting and reducing a large quantity of rocks, a channel for ascending boats may be formed conveniently situated in all its relations for the application of warps.

The distance through which excavations are required, in order to open the channel, is 700 feet, and the depth such that the bottom of the channel may be elevated 2 feet above low-water mark, the width being 50 feet. According to these premises, the amount of excavation will be about 5,000 cubic yards, the cost of which is estimated at 62½ cents per yard. In case the bottom of the channel is elevated 3½ feet above low water, which may be found sufficiently low for the purpose, less than half the amount of excavation will be required.

The drawings contained in second part of Vol. II, under the title of "Sketches of the shoals and rapids of the Holston and Tennessee Rivers, below Knoxville," are exhibited on nine sheets, which are numbered from 2 to 10, (No. 1 being a project of a wing-dam, &c.,) and will afford additional information relative to the courses of the river at the several shoals, &c., herein considered, the positions of the bars, islands, and

channels connected with them, and the contemplated sites of the improvements that have been recommended.

The several items of expenditure contemplated under this head will be recapitulated in a more condensed form under the succeeding head.

**5.—THE PROBABLE EXPENSE OF IMPROVING THE NAVIGATION OF THE TENNESSEE RIVER, FROM KNOXVILLE TO THE STATE LINE, BETWEEN TENNESSEE AND ALABAMA.**

The prices exhibited under the preceding head are such as are deemed fully adequate to the accomplishment of the several kinds of work to which they are respectively annexed, in that state of the river only which is the most favorable for its execution, no allowance being made for unhealthiness of the localities, interruptions by inclement weather, and unavoidable stoppages occasioned by a more or less frequent recurrence of freshets during the low-water season, viz, occasional rises of the water. On this account alone, we should think it reasonable to add at least 33½ per cent. to the amount accruing in conformity to the prices already stated, and shall accordingly increase the amount of our estimate by including such a percentage.

Moreover, it will be perceived that no allowance has been made on the score of engineering, superintendence, and ordinary contingencies, which we shall estimate at the rate of 15 per cent. on the amount required on account of labor and workmanship.

With a view to such an arrangement of the different kinds of work which will be calculated to facilitate its distribution by contracts, we have included that part of it which relates to the removal of obstructions of all kinds in one table, and that which relates to the construction of dams in a separate table, under a belief that each description of work thus distinguished may with propriety be comprehended under separate sets of contracts.

Accordingly, the following synopsis is intended to exhibit the several items proper to be included in contracts for the removal of obstructions to the navigation of the Holston and Tennessee Rivers.

Table No. 2, agreeably to the views before suggested, exhibits the dimensions and other circumstances relating to the wing-dams deemed necessary to the improvement of the navigation of the Holston and Tennessee Rivers, between Knoxville and the Alabama State line.

Hence the estimated cost of deepening the channel, so far as this operation depends on the removal of rocks, logs, trees, &c., the several items of which are exhibited in table 1, amounts to .....	\$23,190 02
And the estimated cost of improvements, so far as they depend on construction of dams, amounts to .....	14,740 00

These amounts give for the aggregate cost of the labor and workmanship deemed necessary to the accomplishment of the improvement, independently of any allowance for interruptions, superintendence, &c., or contingencies .....	37,930 02
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To this amount should be added on account of unavoidable interruptions by freshets, &c., 33½ per cent. on the above, amounting to .....	12,645 00
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Amounting to .....	50,575 02
To this amount, moreover, should be added on account of engineering, superintendence, contingencies, &c., 15 per cent. on the amount last stated ..	7,586 25

Which gives for the aggregate cost of improving the navigation of the Holston and Tennessee Rivers between Knoxville and the Alabama State line in the manner herein proposed .....	58,161 27
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The distribution of the work, as contemplated in connection with the following tables, has been made with special reference to the regulations prescribed by the legislature in their provisions for carrying it into effect. In relation to this subject, however, we take leave to remark that the nature and extent of the operations at the several points herein designated are too variable and indefinite to be comprehended under specific contracts; it is accordingly believed that the work may be executed to better advantage, as well in respect to its efficiency as to its economical accomplishment, by procuring the requisite utensils, boats, &c., and employing experienced superintendents and industrious laborers for its execution.

Returns, based upon vouchers for the purchase of utensils, provisions, &c., and upon the pay-rolls of the superintendents and laborers that may have been employed, may be statedly rendered to the board of internal improvements, together with any other vouchers relating to the cost of the work, by which means an accurate exhibit of expenditures may be furnished whenever called for.

This mode of carrying on the work would be more specific with regard to the objects of expenditure than any other that could be adopted; and at the same time, while it would be exempt from the risk incident to contracts for the performance of work not susceptible of an accurate definition or measurement, would protect those engaged in it from losses, and the means applicable to its accomplishment from being expended upon exorbitant contracts.

All which is respectfully submitted.

S. H. LONG,

*Topographical Engineers, Brevet Lieutenant-Colonel.*

Col. S. D. JACOBS,

*President Board of Internal Improvement for East Tennessee.*

TABLE I.—Exhibiting the localities and nature of the several obstructions to low-water navigation in the Holston and Tennessee Rivers, and the probable cost of removing them.

[NOTE.—Items marked thus (\*) are not included in the sums total.]

No. of reference to preceding heads.	Localities.	Rock, quantities to be removed in cubic yards.	Probable cost per cubic yard of removing rock.	Estimated cost of removing rock.	Logs, trees, snags, &c., estimated cost of removal.	Total cost of removing the obstructions at each locality.	Remarks.
2	Lyons's Shoals.....	120	\$1 00	\$120 00	\$25 00	\$145 00	Loose rocks.
3	Williams's Shoals.....	75	1 25	93 75	40 00	133 75	Rock and gravel, first method.
4	do.....	50	1 25	62 50	50 00	100 00	Rock and gravel, second method.
5	Little River Shoals.....	60	1 25	75 00	50 00	125 00	Hog backs.
6	Wright's Shoals.....	150	1 25	187 50	15 00	202 50	Do.
7	Law's Shoals.....	50	1 25	62 50	15 00	77 50	{ Hog backs for either method.
8	Russell's Shoals.....	400	1 25	500 00	40 00	540 00	{ Rock and gravel, first method.
9	Turkey Shoals.....	100	1 25	125 00	40 00	165 00	{ Hog backs.
10	do.....	30	1 25	37 50	40 00	77 50	{ Mostly gravel.
11	Booth's Shoals.....	400	1 00	400 00	37 50	437 50	{ Hog backs, first method.
12	Shaw's Shoals.....	100	1 00	100 00	37 50	137 50	{ Hog backs, second method.
13	do.....	150	1 00	150 00	37 50	187 50	{ Hog backs, either method.
14	Buatter's Shoals.....	250	1 25	312 50	40 00	352 50	{ Rock and gravel, first method.
15	do.....	50	1 25	62 50	40 00	102 50	{ Hog backs, first method.
16	Ball Canton Shoals.....	250	1 00	250 00	30 00	280 00	{ Rocks and gravel, second method.
17	Leon's Shoals.....	20	1 25	25 00	30 00	55 00	Fast rocks, first method.
18	do.....	535	1 00	535 00	25 00	560 00	Loose rocks, second method.
19	Browder's Shoals.....	150	1 25	187 50	25 00	212 50	Mostly gravel.
20	Carmichael's Shoals.....	40	1 25	50 00	25 00	75 00	Hog backs.
21	Winning Shoals.....	40	1 25	50 00	25 00	75 00	Do.
22	Harrison Shoals.....	40	1 25	50 00	25 00	75 00	Do.
23	Creasy's Shoals.....	40	1 25	50 00	25 00	75 00	Do.
24	Sweetwater Shoals.....	70	1 25	87 50	25 00	112 50	Hog backs, either method.
25	Bogart's Shoals.....	600	1 25	750 00	25 00	775 00	Cut according to first method.
26	Pond Creek Shoals.....	40	1 25	50 00	25 00	75 00	Hog backs.
27	Bailey's Shoals.....	40	1 25	50 00	25 00	75 00	Hog backs, first method.
28	do.....	50	1 25	62 50	25 00	87 50	Hog backs, second method.
29	Seven Island Shoals.....	150	1 25	187 50	25 00	212 50	Do.
30	Big Island Shoals.....	35	1 25	43 75	25 00	68 75	Do.
31	Cumey Island Shoals.....	1,000	1 25	1,250 00	75 00	1,325 00	Hog backs for principal low-water channel.
32	do.....	4,000	1 25	5,000 00	75 00	5,075 00	Cut for new channel.



97	King's Shoals.....	1.70	1 25	1 57 50	25 00	25 00
98	Winton's Shoals.....	2.40	1 25	312 50	150 00	337 50
99	White's Creek Shoals.....	2.00	1 25	312 50	40 00	352 50
30	Gillespie's Shoals.....	50	1 25	25 00	30 00	35 00
31	Watson's Shoals.....	400	1 25	500 00	.....	500 00
32	Wells's Shoals.....	32	.....	.....	25 00	25 00
33	Goodfield Creek Shoals.....	33	.....	.....	60 00	60 00
34	Kelly's Shoals.....	1, 200	1 12 1/2	1, 350 00	.....	1, 350 00
35	Lea's Shoals.....	.....	.....	.....	20 00	20 00
36	Elvassese Shoals.....	.....	.....	.....	25 00	25 00
37	Sale Creek Shoals.....	.....	.....	.....	150 00	150 00
38	Opasum Ripple.....	30	1 25	37 50	30 00	67 50
39	Sanda Shoals.....	250	1 25	312 50	100 00	412 50
40	Hamilton Shoals.....	50	1 25	62 50	60 00	122 50
41	North Chickamauga Shoals.....	200	1 25	250 00	50 00	300 00
42	South Chickamauga Shoals.....	.....	.....	.....	100 00	100 00
43	Ross's First Shoals.....	150	1 25	187 50	45 00	45 00
44	Ross's Second Shoals.....	300	1 12 1/2	357 50	50 00	27 50
45	Tumbling Shoals.....	375	1 12 1/2	421 88	.....	.....
46	Point 1/2 of a mile above the Suck.....	1, 000	62 1/2	625 00	421 88	.....
47	The Suck.....	4, 194	62 1/2	2, 621 25	625 00	.....
48	Bolling Pot.....	3, 849	1 12 1/2	4, 375 13	.....	6, 996 38
49	.....do.....	1, 217	62 1/2	730 63	.....	.....
50	Pan.....	5, 063	1 12 1/2	625 50	.....	1, 366 13
	Totals.....	25, 274	.....	31, 845 02	.....	3, 183 13
						23, 190 02

TABLE II.—Exhibiting the localities, extent, and probable cost of the several wing-dams required for the improvement of the navigation of the Holston and Tennessee Rivers.

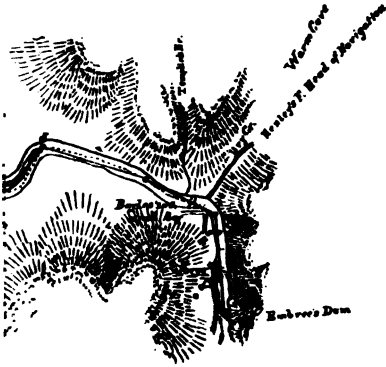
[NOTE.—Items marked thus (\*) are not included in the sums total.]

Number.	Localities.	Length of dam in yards.	Average height of dam in feet.	Probable cost of dam per run- ning yard.	Probable cost of each dam.	Probable cost of dam, including each locality.	Remarks.
1	Knoxville Shoals.	75	2	\$2 00	\$150 00	\$270 00	{ Gravelly bottom, upper dam. Sand and gravel, lower dam. Gravel and rocks, second method. Do.
2	do.	120	1	1 00	120 00	267 50	{ Gravel and rock, first method. Gravel and rock, either method. Gravel, second method. Gravel, left along.
3	Lyons's Shoals.	130	1 1/2	1 25	162 50		{ Rock and gravel near right shore. Gravelly bar, second method. Gravelly and rock, both methods. Gravelly, first method. Gravel and rock.
4	Williams's Shoals.	70	1 1/2	1 50	105 00	405 00	{ Rock and gravel, second method. Rock and gravel, third method. Upper dam, first method, mostly gravel. Lower dam, first method, mostly gravel. Upper dam, rock and gravel. Lower dam, rock and gravel. Three equal dams, rock and gravel. Rock and gravel. Rock, gravel, and sand. Fast rock, next bluff. Rock and gravel. Do.
5	do.	130	1 1/2	1 50	195 00		{ Do. Do. For improvement of proposed new channel, gravelly bars. Do. Do. Do. For improvement of present low-water channel, gravelly bars.
6	do.	200	3	3 00	600 00		
7	Little River Shoals.	120	1 1/2	1 50	180 00	780 00	
8	do.	130	1 1/2	1 50	195 00		
9	Russell's Shoals.	130	1 1/2	1 50	195 00	780 00	
10	Chota Shoals.	130	1 1/2	1 50	195 00	325 00	
11	Booth's Shoals.	130	1 1/2	1 50	195 00		
12	Shaw's Shoals.	200	2	2 00	400 00	425 00	
13	do.	150	1 1/2	1 50	225 00		
14	Bustle's Shoals.	130	2	2 00	260 00	430 00	
15	Sweetwater Shoals.	120	2	2 00	240 00	780 00	
16	do.	360	2	2 00	720 00	180 00	
17	Bogart's Shoals.	130	1 1/2	1 50	195 00	180 00	
18	Bailey's Shoals.	130	1 1/2	1 50	195 00	180 00	
19	Seven Island Shoals.	46	5	5 00	230 00	810 00	
20	Big Island Shoals.	100	4	4 00	400 00		
21	do.	30	1	1 00	30 00		
22	do.	130	1 1/2	1 50	195 00		
23	Caney Creek Shoals.	215	1 1/2	1 50	322 50	938 50	
24	do.	215	1 1/2	1 50	322 50		
25	do.	185	1 1/2	1 50	277 50		
26	do.	130	1 1/2	1 50	195 00	1,300 00	
27	do.	150	1 1/2	1 50	225 00		
28	do.	130	1 1/2	1 50	195 00	150 00	
29	King's Shoals.	100	1 1/2	1 50	150 00		
30	Winton's Shoals, (or Crescent Island Shoals).	360	3	3 00	1,080 00		
31	do.	100	3 1/2	3 50	350 00		
32	do.	100	3 1/2	3 50	350 00		

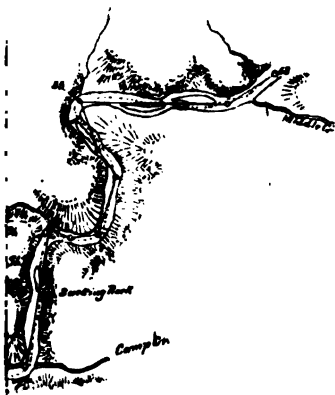
29	White's Creek Shoals.....	400	2 50	1,000 00	{	Upper dam, large gravel and rocks.
29	do.....	300	2 50	750 00	{	Middle dam, large gravel and rocks.
29	do.....	40	2 50	100 00	{	Lower dam, large gravel and rocks.
30	Gillespie's Shoals.....	300	1 75	525 00	{	Gravel and rocks.
33	Goodfield Creek Shoals.....	100	1 75	175 00	{	Upper dam, gravelly bar.
33	do.....	100	1 00	100 00	{	Lower dam, gravelly bar.
36	Hirwassee Shoals.....	100	1 50	150 00	{	Gravel and rocks.
37	Sale Creek Shoals.....	600	2 50	1,500 00	{	Gravelly bar between islands.
39	Sale Creek Shoals.....	180	2 50	450 00	{	Upper dam, gravel.
39	Sale's Shoals.....	450	2 50	1,019 50	{	Below islands, gravel.
39	do.....	100	2 50	250 00	{	Between islands, gravel.
40	Hamilton's Shoals.....	130	1 40	182 00	{	Gravel, left along.
40	do.....	150	1 75	262 50	{	Gravel and mud, right along.
41	North Chickamauga.....	150	1 50	225 00	{	Gravelly bar.
43	Ross's First Shoals.....	500	2 00	1,000 00	{	
44	Ross's Second Shoals.....	300	2 00	600 00	{	
	Totals.....	7,640		14,740 00		

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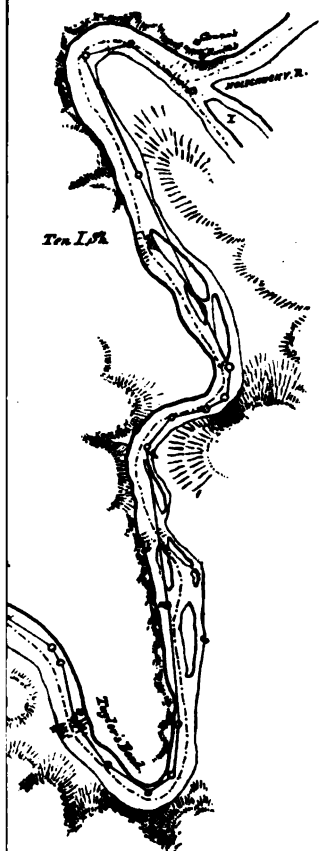








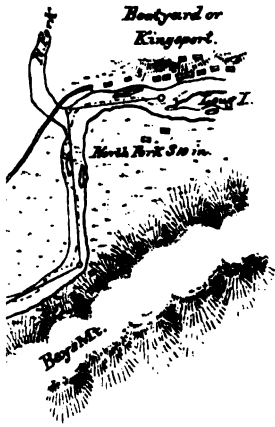






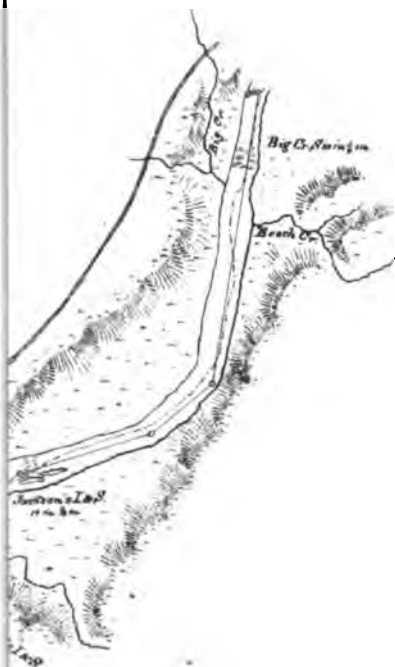














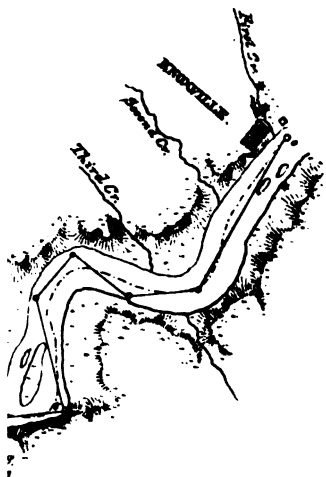






1863





William of Tyndale  
16th century

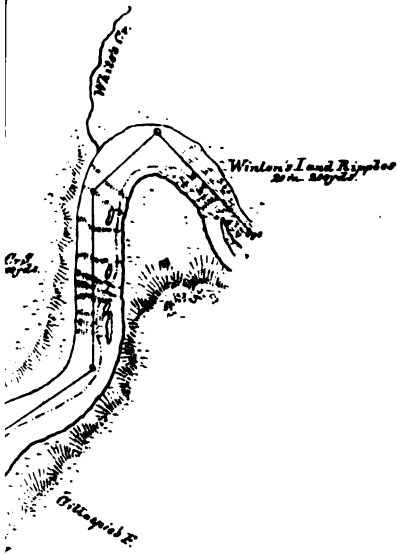
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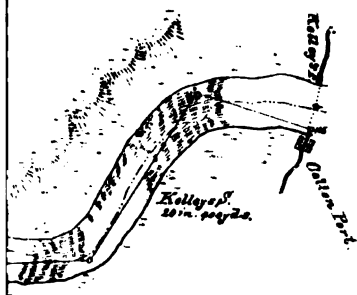




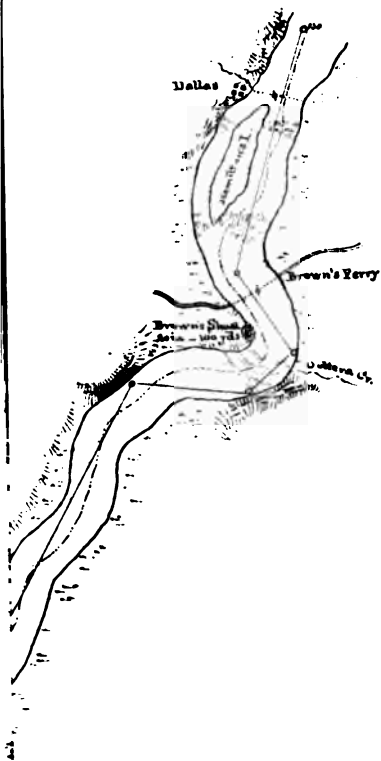










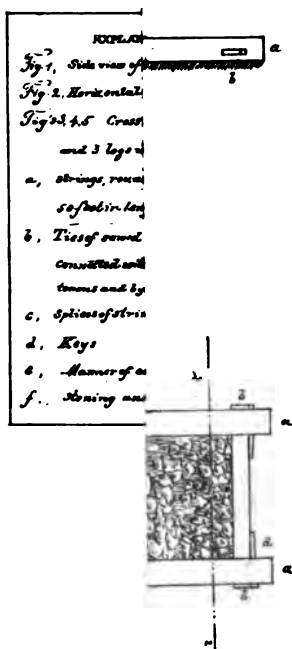




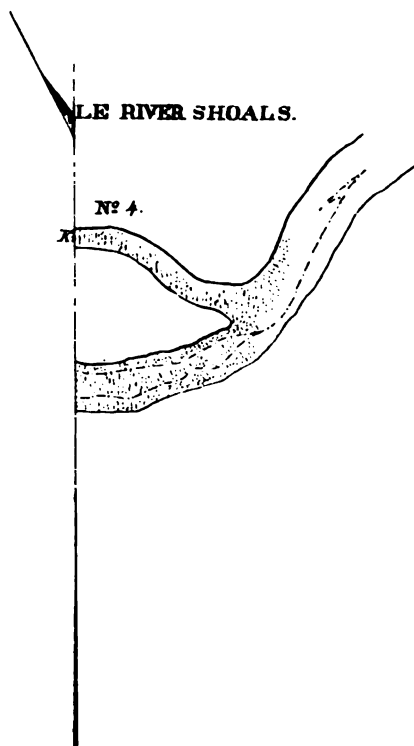


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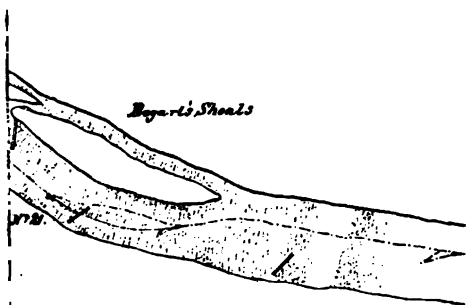
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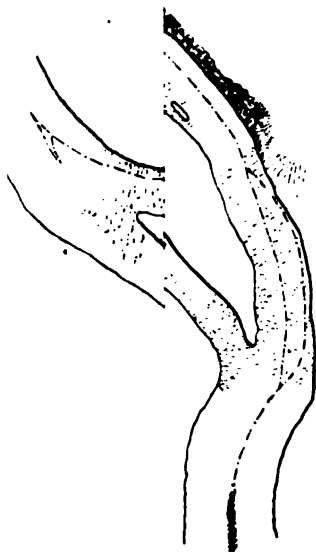


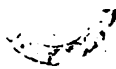
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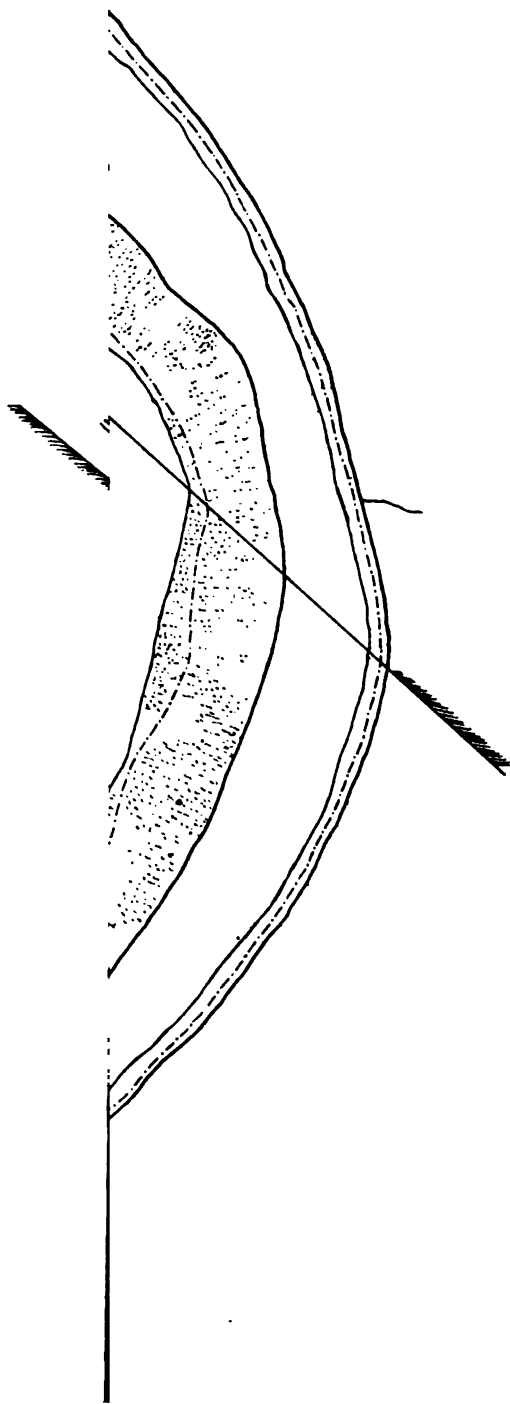


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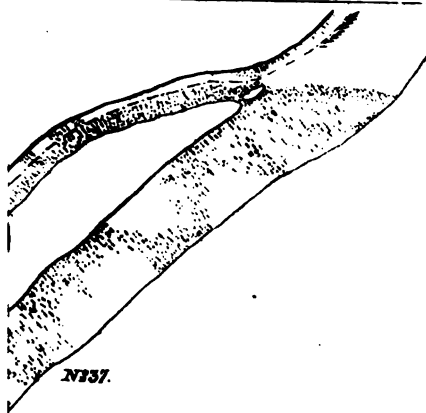
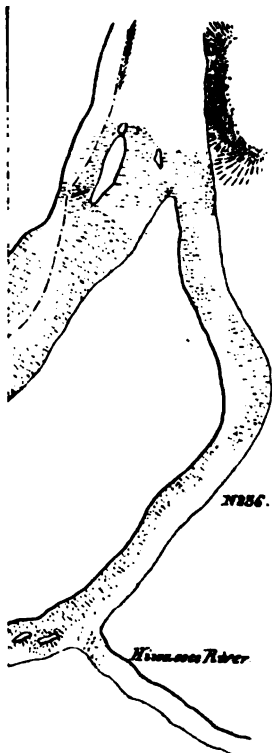


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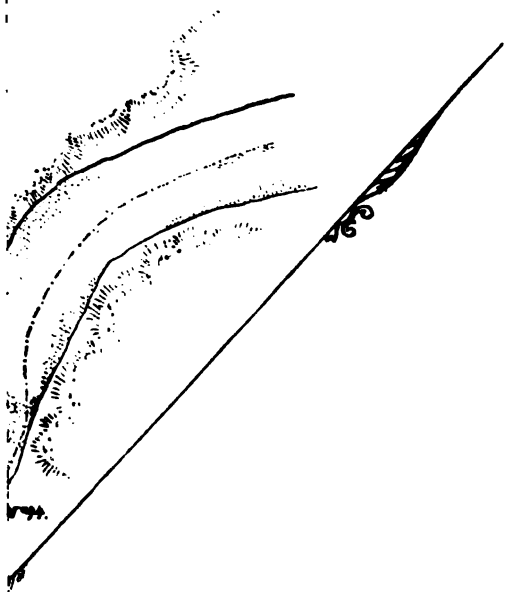




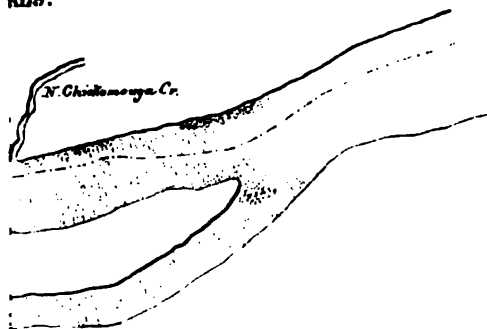






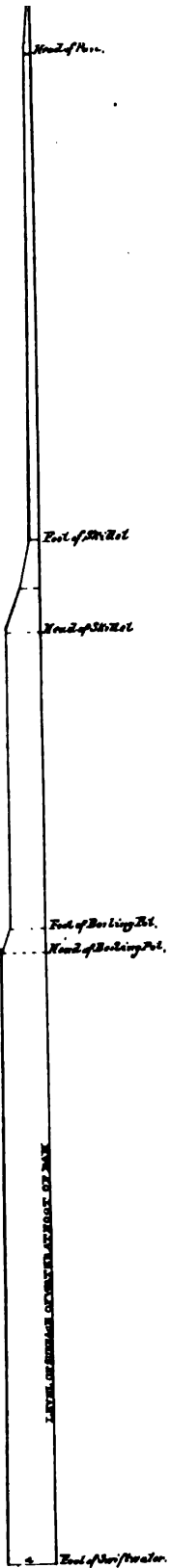


N.L.S.



*N. Chatham Co.*







LEWIS HINELY.

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MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

GIVING

*His reasons for withholding his approval from the act granting a pension to Lewis Hinely.*

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FEBRUARY 16, 1875.—Referred to the Committee on Invalid Pensions and ordered to be printed.

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*To the House of Representatives:*

I have the honor to return herewith House bill No. 2352, entitled "An act granting a pension to Lewis Hinely," from which I withhold my approval, for the reasons given in the accompanying letter of the Secretary of the Interior.

U. S. GRANT.

EXECUTIVE MANSION, *February 12, 1875.*

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DEPARTMENT OF THE INTERIOR,  
*Washington, February 11, 1875.*

SIR: I have the honor to return herewith House bill No. 2352, granting a pension to Lewis Hinely.

I am informed by the Commissioner of Pensions that the act does not designate the person for whose benefit it was passed. His true name, as verified by his own signature to papers on file in the Pension-Office, is Louis Heinlig, and, as there were several soldiers in the company and regiment named in the act whose names are similar to that specified therein, a correction appears to be necessary, in order that the beneficiary of the act may be properly identified should the bill become a law.

I have the honor to be, very respectfully, your obedient servant,

O. DELANO,  
*Secretary.*

The PRESIDENT.

*Forty-Third Congress of the United States, at the second session, begun and held at the city of Washington, in the District of Columbia, on Monday, the seventh day of December, eighteen hundred and seventy-four.*

**AN ACT granting a pension to Lewis Hinely.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Interior be, and he is hereby, authorized and directed to place upon the pension-roll, subject to the provisions and limitations of the pension-laws, the name of Lewis Hinely, late of Company E, Twelfth Regiment Pennsylvania Cavalry, and pay him a pension from and after the passage of this act.

J. G. BLAINE,

*Speaker of the House of Representatives.*

HENRY WILSON,

*Vice-President of the United States and President of the Senate.*

I certify that this act originated in the House of Representatives.

Attest :

EDWARD MCPHERSON,

*Clerk.*





EASTERN BAND OF THE CHEROKEES.

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L E T T E R  
FROM  
THE ATTORNEY-GENERAL,  
TRANSMITTING,

*In compliance with the act of July 15, 1870, an estimate of appropriation in relation to the duty of the district attorneys and the Attorney-General of the United States to institute and prosecute suits against the present and former agents of the Eastern Band of the Cherokee Indians.*

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FEBRUARY 10, 1875.—Referred to the Committee on Indian Affairs.  
FEBRUARY 16, 1875.—Ordered to be printed.

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DEPARTMENT OF JUSTICE,  
Washington, January 25, 1875.

SIR: By the eleventh section of an act of Congress approved July 15, 1870, (Statutes at Large, vol. 16, p. 326,) it is made the duty of the district attorneys and the Attorney-General of the United States to institute and prosecute suits in the name of the Eastern Band of the Cherokee Indians against their present and former agents and their securities, in the courts of the United States.

In pursuance of this authority, in the spring of 1873 suits in law and in equity were instituted, under my instructions, in the courts of the United States for the western district of North Carolina, against the former agents and their securities of the said Indians.

Two of the most important of these suits were recently determined, awarding to the Indians over fifty thousand acres of lands lying in the western part of North Carolina, estimated to be worth \$200,000, and to that extent relieving the United States from liability to the Indians.

The decree of the court awarding to the Indians these lands makes the plaintiffs liable for one-half of the costs, and the act in pursuance of which it became my duty to institute the suits above mentioned does not provide for the payment by the United States of costs. It seems, however, upon a fair construction of the act, that such costs should be paid by the United States, as well as the compensation of counsel specially employed by me to aid the district attorney in the prosecution of these cases, and others still pending, of a like kind in the western district of North Carolina.

I have the honor to transmit herewith an estimate of appropriation required to pay the costs adjudged against the Eastern Band of the Cherokee Indians, in the suits at law and in equity between them and

William H. Thomas and others, lately determined in the circuit court of the United States for the western district of North Carolina, and for other purposes, and respectfully present the subject to Congress for its favorable consideration.

I invite attention to the inclosed copies of letters from the Secretary of the Interior and Commissioner of Indian Affairs, recommending this appropriation.

Very respectfully,

GEO. H. WILLIAMS,  
*Attorney-General.*

Hon. JAMES G. BLAINE,  
*Speaker of the House of Representatives.*

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*Estimate of appropriation required to pay the costs adjudged against the Eastern Band of the Cherokee Indians in the suits at law and in equity between them and William H. Thomas and others, lately determined in the circuit court of the United States for the western district of North Carolina, and for other purposes.*

For this amount, or so much thereof as may be necessary, to pay the costs adjudged against the Eastern Band of the Cherokee Indians in the suits at law and in equity between them and William H. Thomas and others, lately determined in the circuit court of the United States for the western district of North Carolina, and including compensation to special counsel, and for other purposes, in pursuance of the act of Congress of July 15, 1870, to be expended under the direction of the Attorney-General..... \$15,000 00

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DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., January 23, 1875.*

SIR: I have the honor to acknowledge the receipt of your letter of the 20th instant, inclosing draught of a letter proposed to be sent to Congress, with draught of an appropriation for \$15,000 to cover the costs adjudged against the Eastern Band of Cherokee Indians in the suits between them and William H. Thomas *et al.* in the United States circuit court for the western district of North Carolina, and asking me to make such recommendation as I may deem advisable, &c.

I concur with you in your views as to the propriety of the payment of the costs in question by the United States, and respectfully invite your attention to the inclosed copy of a report, dated the 22d instant, from the Commissioner of Indian Affairs, to whom your letter and inclosure were referred, together with the printed copy of report of the 16th December, 1874, noting the action taken by the Office in relation to the affairs of these Indians.

Your recommendations in the premises are concurred in without qualification.

Very respectfully, your obedient servant,

C. DELANO,  
*Secretary.*

The Hon. the ATTORNEY-GENERAL.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
*Washington, D. C., January 22, 1875.*

SIR: I have the honor to acknowledge the receipt, by reference from you, of a communication from the Department of Justice, dated the

20th instant, inclosing copy of a letter addressed to the Speaker of the House of Representatives, and draught of a bill providing for an appropriation of \$15,000, with which to pay costs adjudged against the Eastern Band of the Cherokee Indians in the suits at law and in equity between them and William H. Thomas and others, lately determined in the circuit court of the United States for the western district of North Carolina, including compensation to special counsel, &c.

Relative to this matter you ask for a report from this Office, and, in reply, I have the honor to state that during the administration of William H. Thomas, as the agent of said Indians, beginning in 1836 and continuing for a number of years, he purchased with money belonging to said Indians, received from the United States, large tracts of land for the benefit and use of said Indians.

It appears from correspondence on file in this Office that said Thomas in purchasing lands for said Indians took the title in his own name, that he afterward became bankrupt, and the lands were claimed by William Johnston and others, creditors of Thomas, who purchased at sheriff's sales, with a knowledge of the equities of the Indians.

In pursuance of the eleventh section of an act of Congress, approved July 15, 1870, (U. S. Stat., vol. 16, p. 362,) suits in law and equity were brought in the circuit court of the United States for the western district of North Carolina by the Eastern Band of the Cherokee Indians against said Thomas, Johnston, and others for the purpose of acquiring a title to the lands purchased for said Indians. At the May term, 1874, of said court arbitrators were appointed, with the consent of the interested parties, to pass upon the matters of dispute and controversy, and their award was to be final and a rule of the court. On the 24th day of October last the arbitrators made and filed their award, which was confirmed by the United States circuit court, held at Asheville, by which over fifty thousand acres of land in the western part of North Carolina was awarded to said Indians.

The decree of the court awarding to the Indians said lands makes the plaintiff liable to half the costs, and I concur with the opinion of the honorable Attorney-General that it should be paid by the United States.

For the action heretofore taken by this Office in reference to this matter, I respectfully invite your attention to a report, dated December 16, 1874, printed copy herewith inclosed.

The papers referred to are herewith inclosed.

Very respectfully, your obedient servant,

EDW. P. SMITH,  
*Commissioner.*

The Hon. SECRETARY OF THE INTERIOR.

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DEPARTMENT OF THE INTERIOR,  
OFFICE OF INDIAN AFFAIRS,  
Washington, D. C., December 16, 1874.

SIR: I have the honor to submit herewith the following statement relative to the Eastern Cherokee Indians in North Carolina:

In May, 1873, in pursuance of the 11th section of an act of Congress approved July 15, 1870, (Statutes at Large, vol. 16, p. 362,) a suit in equity was instituted in the circuit court of the United States for the western district of North Carolina, by the Eastern Band of the Cherokee Indians, against William H. Thomas and William Johnston, seeking to subject the said Thomas, as agent and trustee of the plaintiffs, to an account and settlement for large sums of money alleged to have been received by him, for the benefit of the plaintiffs, from the United States from the year 1836 to the year 1861; which moneys, it was alleged, had been, or ought to have been, invested by him, according to

various contracts made by the said Thomas from time to time with said Indians, in certain boundaries of land for the benefit of the plaintiffs as a tribe or community, and in a number of separate tracts of land for individual members of said Eastern Band of the Cherokee Indians. It was further alleged that the legal title to all of said lands was still held by the said Thomas in his own name.

It was alleged against the other defendant, Johnston, that in the year 1869 he had procured a sale of all of said lands to be made by the sheriffs of the several counties in which they are situate, to satisfy judgments which he, Johnston, had theretofore obtained in the courts of North Carolina against the said Thomas; and that Johnston had bought in the lands at said sales, and had taken said sheriffs' titles therefor to himself with a knowledge of the subsisting equities of the Indians. It was further alleged that Johnston, after said sheriffs' sales, in September, 1869, had entered into a contract with certain of the said Eastern Band of the Cherokee Indians to release to them for their tribe all the right which he claimed to have acquired by said sheriffs' sales to said lands, for the sum of thirty thousand dollars, payable within eighteen months from the date of said contract; and that the Indians had paid him at the time said contract was executed the sum of six thousand five hundred dollars.

An action at law was commenced, at the same time as the above-mentioned suit in equity, by the same plaintiffs, against James W. Terrell, their former agent, from 1853 to 1861, and his sureties, the said Thomas and Johnston, to recover a balance of their moneys which he had received for their use from the United States, and which, as it was alleged, he had not properly accounted for.

At the May term, 1874, of the said circuit court of the United States, the parties to the above two causes entered into an agreement, in writing, to submit all matters of dispute and controversy between them to Rufus Barringer, John H. Dillard, and Thomas Ruffin, their award to be final and a rule of court; said submission to have effect from the approval thereof by the Hon. R. P. Dick, judge of said court, the Secretary of the Interior, the Commissioner of Indian Affairs, and the Department of Justice. This agreement was approved by all the said several officers, and the arbitrators undertook the work thereby imposed upon them. On the 24th day of October, 1874, they made and filed their award, which was confirmed at the following November term of the said United States circuit court, held at Asheville.

The award finds: That Thomas was the agent of the plaintiffs from the year 1853, and as such undertook to purchase, and did purchase for them, lands to be paid for with moneys coming to them from the United States; that from time to time, and from various persons, he did purchase lands for them as a tribe and community, and settled them thereon; which purchases make a large tract, situated on Soco Creek and the Oconalufy River and their tributaries, known as the Qualla Boundary, which is described by metes and bounds, and its area estimated by the arbitrators, in a report accompanying their award, at over fifty thousand acres.

That within said Qualla Boundary, Thomas sold and conveyed, by deed, several tracts to individual Indians, (naming them,) and received from them, respectively, the purchase-money; that he also contracted, in writing, to sell several other tracts within said Qualla Boundary to individual Indians, (naming them,) and received from them, in whole or in part, the purchase-money. It is, therefore, awarded "that the general boundary, known as the Qualla Boundary, belongs to and shall be held by the Eastern Band of the Cherokee Indians, living in the State of North Carolina as a tribe or community, and whether living at this time at Qualla or elsewhere in the State; and that the individual Indians above named as holding under Thomas, either by deed or contract, shall hold and possess their several tracts as their separate property, with the quality of being inheritable, but without the power of alienation except from one Indian to another, and then only with the assent of their council."

The award then proceeds to determine the titles of a large number of individual Indians and persons of Indian blood to tracts of land outside of the Qualla Boundary, and decrees that conveyances shall be made to them by Thomas and Johnston upon the terms and according to their right as specified in the award.

The award finds that the plaintiffs owe Thomas a balance toward the purchase-money of the Qualla Boundary of eighteen thousand two hundred and fifty dollars, (\$18,250;) that Johnston obtained from certain of the plaintiffs on his contract of September, 1869, the sum of six thousand five hundred dollars, (\$6,500,) which, with interest to the date of the award, amounts to eight thousand four hundred and eighty-six dollars, (\$8,486,) which sum, it is awarded, Johnston shall apply, as a credit on his judgments against Thomas, as money paid by the plaintiffs toward the balance above stated as due from them to Thomas, thus reducing said balance to nine thousand seven hundred and sixty-four dollars, (\$9,764.)

In the action at law the award finds: That Terrell is liable to the plaintiffs for the sum of two thousand six hundred and ninety-seven  $\frac{1}{100}$  dollars, and that that sum be deducted from the above balance of \$9,764, thus reducing it to the sum of seven thousand and sixty-six  $\frac{1}{100}$  dollars; on the payment of which, with six per cent. interest from the date of the award, to the defendant Johnston, by him to be entered as a

credit on his judgments against Thomas, the plaintiffs shall have a perfect equity to demand and have of Johnston a conveyance of the legal title to all the lands embraced within the Qualla Boundary, to be made to them or some trustee for them.

The Eastern Band of the Cherokee Indians reside in the counties of Jackson, Swain, Macon, Cherokee, and Graham, in the State of North Carolina, and number about two thousand. Fifteen hundred of them are full-blood Indians, and about two-thirds of these are in the counties of Jackson and Swain, and live within the Qualla Boundary. A large proportion of the other full-bloods live in what is known as the Cheoah Boundary, in Graham County. The mixed-blooded, or white Indians, as they are called, number some three hundred, and are settled among the whites in the several counties above named. The whole of these Indians are industrious, sober, obedient to the laws, and have the good-will and esteem of their white neighbors. They have long since adopted the Christian religion, and have several native ministers who preach the gospel according to the faith of the Baptist and Methodist Churches. Nearly all of them read and write the Cherokee language, and a few speak and read and write the English tongue.

The territory recently awarded to them, estimated in value at two hundred thousand dollars, yields abundantly all the cereals, and is unsurpassed in its climate and soil for the production of grapes and fruits and the rearing of live-stock.

These people need money to pay the balance due upon their purchase of the Qualla Boundary, and to discharge what is due by individuals, upon their separate tracts of land; to pay for the making and registration of their tribal and individual title-deeds; to pay the costs and charges incident to their litigation; to purchase a number of tracts of land within their general boundary held by white persons; to pay taxes now due on their lands; and to aid them in educating their children and improving their farms.

They are entitled, as individuals, to a fund set apart, in the Treasury of the United States for their benefit, by the 4th and 5th sections of an act of Congress approved July 29, 1848. (U. S. Statutes, vol. 9, pp. 264, 265.)

The money which they used to purchase the general boundary lately awarded to them was much of it the interest on the above-named fund, which has, from time to time, been disbursed to them since the passage of the act of 1848. They wish now, according to a resolution of their general council, to have the use of the whole of said fund, principal and interest, for the purposes indicated in the foregoing part of this paper. By a judicious use thereof, having now a clear legal right to their homes and possessions, in the language of the arbitrators, they will "go to work with renewed hope and quickened energy in cultivating and improving the large and valuable domain of over 50,000 acres, henceforth undoubtedly theirs, not to include numerous individual titles also adjudged them."

In order to enable the action herein designated, I submit herewith, with the recommendation that the same be laid before Congress for the action of that body, a draught of a bill providing that the fund set apart in the Treasury of the United States by virtue of the 4th and 5th sections of an act of Congress, entitled "An act making appropriations for the current and contingent expenses of the Indian Department, and for fulfilling treaty stipulations with the various Indian tribes for the year ending June thirtieth, eighteen hundred and forty-nine, and for other purposes," approved July 29, 1848, shall be applied, under the direction of the Secretary of the Interior, for the use and benefit of the Eastern Band of the Cherokee Indians, to perfect the titles to their lands, &c. I also submit a copy of the award of the arbitrators referred to.

Very respectfully, your obedient servant,

EDW. P. SMITH,  
Commissioner.

The Hon. SECRETARY OF THE INTERIOR.

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*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the fund set apart in the Treasury of the United States by virtue of the 4th and 5th sections of an act of Congress entitled "An act making appropriations for the current and contingent expenses of the Indian Department, and for fulfilling treaty stipulations with the various Indian tribes for the year ending June thirtieth, eighteen hundred and forty-nine, and for other purposes," approved July twenty-nine, eighteen hundred and forty-eight, shall be applied, under the direction of the Secretary of the Interior, for the use and benefit of the Eastern Band of the Cherokee Indians, to perfect the titles to their lands recently awarded to them by a decree of the circuit court of the United States for the western district of North Carolina; to the payment of such costs, charges, expenses, and liabilities attending their recent litigations in the said court as the Secretary of the Interior may determine to be properly chargeable to them; to purchase and extinguish the titles of any white person or persons within the general boundaries allotted to them by the said decree of said court, and for the education, improvement, and civilization of the said Indians,*

STATESVILLE, October 24, 1874.

SIR: In submitting the accompanying award in the cause of the Eastern Band of Cherokee Indians against Thomas and others, and Terrell and others, the arbitrators deem it proper to state briefly to your honor the labors and difficulties involved in the investigation. This will enable your honor, and the parties interested, the better to appreciate the results we have reached, both with a view to the compensation to be allowed to those conducting and making the investigation and the indulgence with which the award will be received and accepted.

The commission began its duties on the 7th of August last. Our first sitting was at Asheville, and lasted one week. To accommodate parties and witnesses, and to see for ourselves the condition of affairs among those people, we adjourned on the 15th of August to the Indian settlement at Qualla, sixty-five miles west of Asheville. There we found serious obstacles to a fair and speedy investigation of the peculiar matters referred to us, and we accordingly returned, after a few days, to Waynesville, an intermediate point. At this place we sat some three weeks, working often night and day. We then returned to Asheville, and finally to Greensborough and Statesville. At this last place we concluded our work on the 23d of October, instant.

In the course of our investigations we have sworn and examined nearly one hundred and fifty witnesses, most of them Indians, speaking only Cherokee. We have taken, read, examined, and considered many hundreds of pages of oral, written, and record testimony. The amounts involved embraced hundreds of thousands of dollars received, disbursed, and invested; the accounts and transactions extending through a period of nearly forty years, and often including the minutest details of innumerable small debts with 1,500 Indians through all that time. We were also required to assort, scrutinize, and decide upon the title-papers to a large number of individual land-claims, and fix the location, settlement, and boundary of two immense bodies of disputed claims, each numbering thousands of acres. All this had to be done in the midst of that confusion and chaos necessarily caused by the peculiar condition and doubtful legal status of these people through near a century of mixed tribal and civilized life. To increase our difficulties and responsibilities, the facts on which we had to decide could only be reached through witnesses of partisan bias, often extremely ignorant, and speaking only through an interpreter.

Under such circumstances as these it could hardly be expected that the rights and interests of the parties involved could be very readily or satisfactorily ascertained or settled; yet we trust and believe we have done substantial justice, and at the same time so marked, defined, and secured the rights of the several parties litigant, as to bring repose and confidence to all concerned, and greatly quicken individual energy and enterprise among both whites and Indians.

We feel sure that for the first time in their history these Cherokees will stand in clear legal right as to their homes and possessions, and that they will now go to work with renewed hope and quickened energy in cultivating and improving the large and valuable claim of over 50,000 acres henceforth undoubtedly theirs, not to include numerous individual titles also adjudged them.

So, too, the Government will, for the future, find it a comparatively easy task and grateful duty to superintend this interesting people and protect them in their new condition, and more readily indicate and carry out such policy as it may regard necessary and proper to their progress in the arts of civilized life.

In conclusion, we gladly recommend that proper allowances be made to Deputy Marshal Davis, and his bailiffs, Erwin and Smith, for their services in attending the commission, and in executing process; also to E. R. Hampton, a former referee in the equity suit, for numerous depositions taken by him and used by us.

Respectfully submitted.

RUFUS BARRINGER,  
*Chairman.*

To Hon. R. P. Dick,  
*Judge of United States District Court, Asheville, N. C.*

I, E. R. Hampton, clerk of the United States district and circuit courts for the western district of North Carolina, hereby certify that the foregoing is a true copy of letter from Hon. Rufus Barringer to Hon. Robert P. Dick, judge of the United States district and circuit courts for the western district of North Carolina, and now on file in my office.

As witness my hand and the seal of said circuit court this 23d day of November, A. D. 1874, and in the 99th year of American independence.

[SEAL.]

E. R. HAMPTON, *Clerk,*  
By R. H. GRESHAM, *Deputy Clerk.*

In the circuit court of the United States, fourth circuit, and the western district of North Carolina. November term, A. D. 1874, at Asheville.

BETWEEN THE EASTERN BAND OF THE CHEROKEE INDIANS  
and  
WM. H. THOMAS, WM. JOHNSTON, and JAS. W. TERRELL. } In equity.

BETWEEN THE UNITED STATES AND THE EASTERN BAND OF  
the Cherokee Indians  
and  
JAS. W. TERRELL, WM. H. THOMAS, WM. JOHNSTON, J. B.  
Allison, and A. J. Murray. } Action at law upon J. W.  
Terrell's bond as disbursing agent of the United States.

Upon motion this day made unto this court by Marcus Irwin, esq., of counsel for the plaintiffs, it was prayed that the writing of award, bearing date the 23d day of October A. D. 1874, under the respective hands and seals of Rufus Barringer, John H. Dillard, and T. Ruffin, esquires, and by them filed with the clerk of this court, may be made an order of this court; whereupon, and upon hearing, N. W. Woodfin, esq., of counsel for the defendants, who consented thereto: This court doth order that the said award be made an order of this court, and that the same be observed and performed by all parties thereto according to the tenor and true meaning thereof; and it is further ordered that said award, with this decree, be enrolled upon the records of this court.

It is further ordered that E. R. Hampton, clerk of this court, be allowed three hundred dollars and his expenses for taking depositions in the equity cause between the plaintiffs and defendants, and that Hamilton Erwin be allowed thirty dollars and his expenses—thirty dollars—total, sixty dollars, for his services as bailiff in attending upon the court of arbitration, serving processes, and for other duties performed by him during the session of said court at Waynesville.

(Signed)

ROBERT P. DICK, *Judge*.

Rec'd sixty dollars of Ro. M. Douglas, in full of my allowance on within order and decree, Nov. 16, 1874.

(Signed)

HAMILTON ERWIN.

I, E. R. Hampton, clerk of the U. S. district and circuit courts for the western district of North Carolina, hereby certify that the foregoing is a true copy of the final award of circuit court at Asheville, in the Nov. term, 1874, signed by Hon. Robert P. Dick, United States district and circuit judge, as now on file in this office.

As witness my hand and the seal of said circuit court this 23d day of November, A. D. 1874, and in the 99th year of American independence.

[SEAL.]

E. R. HAMPTON, *Clerk*,  
By R. H. GRESHAM, *Dep. Clerk*.

In the circuit court of the United States, western district of North Carolina. In Asheville.

THE EASTERN BAND OF THE CHEROKEE INDIANS  
against  
WILLIAM H. THOMAS, WILLIAM JOHNSTON, AND JAMES W. TERRELL. } In equity.

THE EASTERN BAND OF THE CHEROKEE INDIANS  
against  
JAMES W. TERRELL, WILLIAM H. THOMAS, WILLIAM JOHNSTON, A. J. MURRAY, and J. B. ALLISON. } Suit at law on the bond of J. W. Terrell as the disbursing agent of plaintiffs.

Whereas at the May term, 1874, of said circuit court of the United States held at Asheville, before his honor R. P. Dick, judge, the parties to the above two causes entered into an agreement, in writing, to submit all matters of dispute and controversy between them, as specified and set forth in their said written agreement, to Rufus Barringer, John H. Dillard, and Thomas Ruffin, their award to be final and a rule of court, and said submission to go into effect upon the approval thereof by the said Hon. R. P. Dick, judge of said court, the Secretary of the Interior, the Commissioner of Indian Affairs, and the Department of Justice at Washington City; and whereas their said submission was approved by the said judge of the court and the said several officers at Washington City, as appears from their several indorsements on the said written sub-

mission, a copy of which is hereto attached, and to be referred to as a part of this award; and whereas, by virtue of said submission, the reference to the said arbitrators was to be deemed operative and fully authorized as soon as approved as aforesaid:

Now, therefore, we, the undersigned, Rufus Barringer, John H. Dillard, and Thomas Ruffin, having taken upon ourselves the burden of the reference aforesaid, and having heard and duly considered and weighed the several allegations of the said parties, the pleadings in the said two suits, and all the proofs, vouchers, and documents which have been given in evidence before us, and having heard the arguments and suggestions of counsel, do hereby make and publish this our award, in writing, of and concerning all and every the several matters as above referred to us, in the manner following; that is to say:

1. That William H. Thomas became and was the agent of the Eastern Band of the Cherokee Indians living in North Carolina, who are the plaintiffs in the above two causes, after the removal of their brethren west in the year 1838, and as such undertook to purchase, and did purchase, for them land, the amount, location, and boundary whereof will hereinafter be fully described, to be paid for with money or moneys coming to them from the United States under treaties with and the laws of the said United States.

2. That the said William H. Thomas, in pursuance of his said agency and trust reposed in him, did from time to time, and from various persons, purchase lands for the plaintiffs as a tribe and community, and settlement thereon, and carved up the same into towns, which said purchases are included in and make a large tract, situated on Soco Creek and Ocona Lufta River and their tributaries, known as the Qualla Boundary, and bounded as follows, to wit: Beginning at a stump near the spring on Jackson County line at the head of Jonathan's Creek, where the Soco road crosses the mountain; thence in a northerly direction with the said county-line to the ridge which divides the waters of the Ravin's Fork from Bradley or west fork of Ocona Lufta River; thence with the water-shed of that ridge to the line of Widow Hugh's; thence eastwardly with her line, crossing Ravin's Fork; thence down, and with her lines and the lines of Wesley M. Enloe, to the Ocona Lufta River; thence down with the meanders of said river to the southern boundary of Samuel Monteith; thence across said river and with said Monteith's line to his southwest corner; thence with the lines of an entry made by W. H. Thomas and other lines of said Thomas, keeping on his outside lines to the dividing-ridge between the waters of Adam's Creek and Newton's Mill Creek, so running said line as to include all the Indians living on the headwaters of said Adam's Creek; thence in a southerly direction, keeping on the water-shed of said ridge to the line of Sim Sherrell; thence with his line to Ocona Lufta River, the last two lines being run so as to include all the Indian settlements on the east side of Newton's Mill Creek; thence with and across the said Ocona Lufta River to the upper boundary of J. M. Bird; thence with his line to the corner of the first tract of what is known as the State surveys above the said Bird; thence up said river with the line of said State surveys so as to include one tier of old surveyed tracts bordering on said river, and striking said river below Ute Sherrell's, excluding the tract now occupied by J. A. Gibbs, and also some entries known as Thomas's entries; thence up and with the meanders of said river to a tract of land occupied by an Indian named Ah-na-chi-ma; thence with the line of that tract, and including the same, to the old line of Scroop Enloe, or near it, but so as to exclude the tract now occupied by Mason Reckley; thence with the line of the tract so occupied by Reckley, crossing the Soco Creek below his house, to the old line of said Scroop Enloe; thence with Enloe's line to the line of Thomas's mill-tract; thence with the line of said mill-tract and with the line of an entry known as Thomas's five-hundred-acre entry, and leaving the same outside, to the line of J. B. Sherrell; thence with his line to the line of a tract conveyed to Flying Squirrel by J. W. King; thence with the line of that tract, and so run as to include it to the line of the Thompson Carter tract; thence with that tract, and so run as to include it, to the top of the ridge which makes the water-shed between Soco Creek and Shoal Creek; thence with the said water-shed to the south corner of the Cathcart survey; thence with the line of that survey to the beginning, at the head of Jonathan's Creek.

3. That within the said Qualla Boundary so as aforesaid purchased for the tribe and community, the said Thomas, at divers times, sold and conveyed by deed several tracts of land to the following individual Indians, to wit: To Enola, (or Black Fox,) 40 acres; to Oue-tah, 33 acres; to Standing Wolf and children, 286 acres; to Catalaska, three tracts making together 110 acres; to Charlie Hornbuckle's heirs, 100 acres; to Sa-lo-lu-netta (or Young Squirrel), 53 acres; to Nellie Johnson, 200 acres; and to Jinney Reed, 2 acres, and received from them, respectively, the purchase-money; the locations and boundaries of which said tracts fully appear from the accompanying deeds to the said parties from said Thomas; and also that the said Thomas, at divers times, contracted in writing to sell several other tracts within said Qualla Boundary to the following individual Indians, to wit: To Chu-lo-gu-lah, (or Cloud,) 50 acres; Wilson Oocumma two tracts, one of 20 acres and the other known as the Cayatago tract; to the heirs



Jeff. Hornbuckle, 200 acres; to Sawnooka, the lands surveyed by Dills, being a part of the Holland's old field; to Ben. Quain, 50 acres, where he lives; to the heirs of Long Blanket, the place where they live; to the heirs of Little Witch, the place where they live; to Wilson Wolf, the mill-tract purchased of Abraham Mingus; to Ta-a-kah, the tract known as the Thompson place; to Wilson Reed, 125 acres, surveyed to him by Terrell; to Standing Water, the place where he now lives; to Ta-ya-hah, a part of the Holland's old field; to Tah-gul-se-nah, the place now occupied by him; and received from them, respectively, in whole or in part, the purchase-money, the location of which said tracts, so contracted to be sold, will appear by the several accompanying titles, bonds, and other memoranda from said Thomas to said Indians. We do, therefore, award that the general boundary, known as the Qualla Boundary, and above described, belongs to, and shall be held by, the Eastern Band of Cherokee Indians, living in the State of North Carolina, as a tribe or community, and whether living at this time at Qualla or elsewhere in the State; and that the individual Indians above named as holding under said Thomas, either by deed or contract, shall hold and possess their several tracts as their separate property, with the quality of being inheritable, but without the power of alienation except from one Indian to another, and then only with the assent of their council. All the above, however, to be subject to the payment of a sum of money to William Johnston, as hereinafter provided.

4. We find that the wife and children of an Indian named Little John have a deed to a tract of land situated on the south side of Tuckaseegee River, and outside of said Qualla Boundary, for 173 acres, on which they now live, and we award that the same is a good title as against all parties and privies to these suits. We further find that the said wife and children of the said Little John have a title-bond from said Wm. H. Thomas for 100 acres of land, to be curved off from a tract of land adjoining the lands last spoken of, so as to embrace 100 acres of land on both sides of the Skeekee's Branch, and that they have paid for the same in full. Also, that the heirs of Will-gees-ka have a title-bond from Wm. H. Thomas for the tract of land on which they live, adjoining the above lands of the Little John's, and on the south side of said Tuckaseegee River, for which they have paid in full. We do, therefore, award that the said defendants, Thomas and Johnson, do lay off and convey to the said wife and children of the said Little John the said 100 acres to embrace both sides of said Skeekee's Branch; and also that they convey unto the said heirs of Will-gees-ka the land on which they live.

5. We find that at one time it was contemplated between said Thomas and the Indians residing in the region described in the pleadings as Cheoih, to make a similar purchase of a general boundary of land in that section of the State, and that there was a written agreement to that effect between them; but afterward the Indians declined to furnish, and did not furnish, the funds necessary to make such purchase; and we therefore award that the said agreement between them and Thomas to make such purchase was abandoned; and that in lieu thereof the following individual Indians made separate purchases from Thomas and others, and have deeds or other sufficient title therefor, to wit:

Sakah, 100 acres in district No. 9, section 589.

Corn-silk, 100 acres in district No. 9, section 347.

Corn-silk, 100 acres in district No. 10, section 374.

Chick-a-lilla, 100 acres in district No. 9, section 363.

Chick-a-lilla, 48 acres in district No. 9, adjoining section 363.

Walla-na-kah, 100 acres in district No. 10, section 552.

Chee-que-ne-tah, (or Young Bird,) son of Ty-al-ta, 100 acres in district No. 9, section 364.

Tom Big-meat, 100 acres in district No. 9, section 359.

Tom Big-meat, 90½ acres in district No. 9, section 360.

Con-na-see-nah, 100 acres in district No. 10, section 386.

And these having all paid the purchase-money in full, we do award that they hold and have title in fee as against said Thomas and Johnson, and all other parties and privies to these suits.

We find further that the following Indians and persons of Indian blood have written contracts for title to lands in Cheoih from Wm. H. Thomas, and are entitled to specific execution thereof, they having paid the purchase-money in full therefor, to wit:

Ka-yu-kah, (or Ground Squirrel,) for 288 acres in district No. 10, section 23, Cherokee County.

James Taylor, district No. 7, in Cherokee County, Nos. 19, 21, and 27.

That the following have contracts in writing for the purchase of lands, and are entitled to specific performance thereof whenever they shall make full payments of the purchase-money, to wit:

Dick-a-gees-ku's heirs, for 100 acres in district No. 9, section 367.

Oo-tal-ka-nah, 100 acres in district No. 9, section 373.

Chin-a-que, (or John Owl,) the land whereon he lived in 1855, in Cherokee County, excepting all mineral interests.

Too-way-al-lah, part of No. 12, district No. 10.

Corn-silk, 100 acres in district No. 9, section 588.

Tracking Wolf, district No. 9, section 404.

Richard Henson and others, and their heirs, 210 acres in district No. 5, section 11.

Richard Henson, 157 acres in district No. 5, section 14, with a bounty-claim of 2,700 acres.

Sal-ka-nah and others, 80 acres in district No. 6.

Tes-a-tees-kah, 100 acres in district No. 9.

George Oo-yah-ste-ah, district No. 9, section 365.

Cah-nah-a-to-go and others, district No. 9, section 406.

Coh-e-lokah, 120 acres in district No. 9, section 93.

Too-nah-lu-yah, Chees-que-ne-tah, Te-tal-ka-nah, no districts or section given.

We do, therefore, award that Ka-yu-kah (or Ground Squirrel) and James Taylor have a perfect equitable title in fee to their said sections of land, and that W. H. Thomas and William Johnston do execute deeds to them severally therefor; and as to all the others above mentioned, we award that they have respectively an equity to have title, and that the same be made to them by the said Thomas and Johnston upon the payment of the purchase-money still due from them; and the said Thomas, or Johnston, as the case may be, shall have a right, in default of such payment of the purchase-money, to enforce the same by sale of their lands, respectively, according to law.

6. We find that in the course of the agency and trusteeship of the defendant Thomas for the plaintiffs he received, in the way of payments by the Government, contributions from individual Indians, and from sales of lands, within the said common boundary at Qualla, to individual Indians, large sums of money; that, on the other hand, by reason of the purchase for them of their lands, by his services rendered them in securing their claims, and by his furnishing them, through a long series of years, with clothing, food, farming-tools, and other necessary supplies, they became largely indebted to him; that after adjusting all claims of every kind and description between them, except as hereinafter mentioned, we find that the said Indians owe the said Thomas a balance toward the purchase-money of the said Qualla Boundary of \$18,250; that after the purchase of the said lands by the defendant Johnston, under his executions against the defendant Thomas, the plaintiffs, in pursuance of a contract made with the said Johnston, for the redemption of said lands, on the 29th day of September, 1869, paid to him, the said Johnston, the sum of \$6,500, which said payment we award that the said Johnston shall apply as a credit on his said judgments against Thomas as money paid by the plaintiffs toward the balance above stated as due from them to Thomas; that the said sum of \$6,500, with interest to this day, amounts to the sum of \$8,486, thus reducing said balance due Thomas to the sum of \$9,764.

7. We find, in the suit at law on the bond of Terrell and his sureties, that the said defendant Terrell paid over to the said defendant Thomas, his bondsman, the sum of \$2,478, which is sought to be recovered in said suit on his bond, relying on him to pay it out to those entitled; and we further find that though such payment to Thomas was not in strict compliance with the conditions of his bond, yet this same being paid to Thomas, to whom the plaintiffs were owing a balance of purchase-money for their lands, and who then had a power of attorney from the plaintiffs authorizing him to receive the same and apply it toward the payment of said purchase-money for their lands, we do therefore award that the said sum, with its interest, this day making \$2,697.89, be deducted from the above balance of \$9,764, thus reducing it to the sum of \$7,066.11; and upon the payment of this last-mentioned sum, to wit, the sum of \$7,066.11, with its interest from this date at the rate of six per cent. per annum, to the said defendant Johnston, and by him to be entered as a credit on his said judgments against Thomas, we do further award that the said plaintiffs shall have a perfect equity to demand and have of him, the said Johnston, a conveyance of the legal title to all the lands embraced within their said Qualla Boundary, the same to be made to them, or to some trustee for them; and until such conveyance be made, the said Johnston, so soon as said balance is paid him, shall, himself, stand seized as a naked trustee of said lands to the use of said plaintiffs; and the said sum of \$2,697.89, so used for as aforesaid in the action at law, being applied as above set forth on the said balance due for the purchase-money, we do therefore further award that the plaintiffs do recover in the said suit at law the penalty of said Terrell's bond, to be discharged on the payment of a penny and the costs of that action, to be taxed by the clerk.

8. Wishing to secure repose of title to the parties and to end litigation between them, we have taken into consideration all accounts, claims, and demands between the said plaintiffs as a tribe, and each and every member of the tribe, wherever residing in the State of North Carolina, and W. H. Thomas and William Johnston, and either of them, and we do hereby award that all such accounts, claims, and demands are to be treated as concluded and adjusted between them, and in no way collectible and enforceable, save and except as is hereinbefore provided in relation to contracts for

sales of land, and save and except the matters of controversy between the members of the Raper family in regard to their reservation-money. This latter being already the subject of litigation in our State courts, we have not considered, but leave the same to be settled in said State courts.

9. We find that William H. Thomas purchased the Cathcart survey of 33,000 acres, and other adjoining tracts and entries, out of part of which the said Qualla boundary is composed, and that he extinguished the titles of all whites inside of said boundary, with the single exception of that one of Ute Sherrell, and that but few of his title-papers have been registered, and but few of his deeds to, and his written contracts of sale with, said Indians, whether at Qualla or elsewhere, have been registered. We do therefore award that all of said deeds to Thomas, under which the said Indians claim, and all his deeds and written contracts of sale to them or any of them, shall be registered in the proper offices of the State; and to the end that this may be properly attended to by some competent person, we do award that all such deeds and contracts be delivered to W. W. Rollins, one of plaintiff's agents, for registration.

10. In considering the compensation due to the defendant Thomas, as agent of the plaintiffs, we have estimated his fees and commissions only on the moneys heretofore actually paid to the Indians. On these amounts we award that said Thomas shall claim no further compensation, either directly from the Indians or indirectly through the Government. But we further find that by a special contract of November 25, 1860, the said Thomas is entitled to compensation of ten per cent. on all moneys said Indians may receive from lands sold for their benefit west of the Mississippi, mainly secured through his efforts, and which contract it is not intended to impair. We therefore award that the said Thomas be allowed said rate of ten per cent. on all moneys said Indians may hereafter receive from said western land-fund, to be paid when the same is actually realized by the said Indians, and not otherwise.

11. The costs of the suit at law having been hereinbefore disposed of, we award that all the other costs be taxed in the equity case, and be paid one-half by the plaintiffs and the other half by the defendants, W. H. Thomas and William Johnston. We leave the allowance to the arbitrators, and the manner of its payment, to be fixed and provided for by the judge.

All of which is respectfully submitted, under our hands and seals, this 23d day of October, 1874.

(Signed)

RUFUS BARRINGER. [SEAL]  
JOHN H. DILLARD. [SEAL]  
T. RUFFIN. [SEAL]

In the circuit court of the United States, western district of North Carolina.—May term, 1874.

THE EASTERN BAND OF THE CHEROKEE INDIANS

vs.

W. H. THOMAS, WILLIAM JOHNSTON, AND J. W. TERRILL.

} In equity.

THE EASTERN BAND OF THE CHEROKEE INDIANS

vs.

JAMES W. TERRELL, W. H. THOMAS, WILLIAM JOHNSTON,  
A. J. MURRAY, AND J. B. ALLISON.

} Suit at law on bond.

The above causes, together with all unsettled matters connected therewith in law and equity between said parties or any of them, as well as any and all unsettled matters between any of said parties and any of the Cherokee Indians residing in North Carolina, growing out of any of the dealings between said Indians, or any of them, and William H. Thomas, acting as their agent or otherwise, especially in relation to their alleged indebtedness to him for services, supplies, &c., and his alleged indebtedness to them on account of the management, disposal, or investment of their funds in his hands as agent or otherwise; and touching all contracts in relation to lands, and for services rendered, or otherwise, for or with them, or otherwise; also all unsettled matters growing out of the agency of James W. Terrell as a disbursing-agent of the Government, as well as all matters of controversy between the said Indians, or any of them, and William Johnston, defendant, touching the right to land purchased by him at execution-sale as the property of William H. Thomas, as well as the contracts of sale of 1869 between him and the said Indians, are referred to the arbitrament and award of John Dillard, esq., of Greensborough, Thomas Ruffin, of Hillsborough, and General Rufus Barringer, of Charlotte, and their award, or that of a majority of them, shall be a rule of court in all matters involved in said suits, and shall be final and forever obligatory between the parties as to all matters herein referred. If either of said arbiters shall not, for any cause, serve, then the other two are authorized to proceed to act, or to select a third person to act with them, and in that case the award of a majority of them shall be conclusive.

This reference is to go into effect when approved by his honor R. P. Dick, judge of this court, the Secretary of the Interior, the Commissioner of Indian Affairs, and the Department of Justice at Washington City.

WM. H. THOMAS,  
By JAS. W. TERRELL, *Agent*.  
JAS. W. TERRELL.  
WM. JOHNSTON.  
THE EASTERN BAND OF CHEROKEE INDIANS.  
By W. W. ROLLINS, *Agent and Attorney*.

Approved : N. W. WOODFIN, *Attorney for Wm. H. Thomas*.

Approved : MARCUS ERWIN, *Asst. U. S. Dist. Attorney*.

Approved : ROBT. P. DICK, *U. S. District Judge*.

OFFICE OF INDIAN AFFAIRS, June 17, 1874.

Approved : EDW. P. SMITH, *Commissioner*.

DEPARTMENT OF THE INTERIOR, June 17, 1874.

Approved : C. DELANO, *Secretary*.

Approved June 17, 1874. GEO. H. WILLIAMS, *Attorney-General*.

I, E. R. Hampton, clerk of the circuit court for the western district of North Carolina, hereby certify that the foregoing is a true copy of the original paper on file in my office, as witness my hand and the seal of said court this 30th day of June, A. D. 1874.

E. R. HAMPTON,  
*Clerk*,  
By R. H. GRESHAM,  
*Deputy Clerk*.

I, E. R. Hampton, clerk of the United States district and circuit courts for the western district of North Carolina, hereby certify that the foregoing is a true copy of the award by the arbitrators, Rufus Barringer, John H. Dillard, and Thomas Ruffin, and accompanying papers, as on file in my office.

As witness my hand and the seal of said circuit court this 23d day of November, A. D. 1874, and in the ninety-ninth year of American Independence.

[ SEAL ]

E. R. HAMPTON,  
*Clerk*,  
Per R. H. GRESHAM,  
*Deputy Clerk*.

BOARD OF AUDIT OF THE DISTRICT OF COLUMBIA.

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MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

*The report of the board of audit upon the amount equitably chargeable to the street-railroad companies, pursuant to the charters of said companies or the acts of Congress relating thereto, together with the reasons therefor.*

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FEBRUARY 19, 1875.—Referred to the Committee on the District of Columbia and ordered to be printed.

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EXECUTIVE MANSION, *February 19, 1875.*

*To the Senate and House of Representatives :*

Under the requirements of section six of the "Act for the government of the District of Columbia and for other purposes," approved June 20, 1874, I have the honor to submit herewith the report of the board of audit upon the amount equitably chargeable to the street-railroad companies, pursuant to the charters of said companies or the acts of Congress relating thereto, together with the reasons therefor.

U. S. GRANT.

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BOARD OF AUDIT, DISTRICT OF COLUMBIA,  
*February 15, 1875.*

*To the President :*

The board of audit have proceeded in the discharge of the duties imposed upon them by the act of June 20, 1874, as continued and extended by the joint resolution of December 21, 1874, with all the diligence and expedition that the nature of the subject of inquiry would admit, but are unable to answer all the questions submitted with the accuracy desirable.

Pursuing the classification of claims against the District as in our report of December 7, 1874, the additional amounts audited and allowed appear in the following statement :

<b>First. The amount of sewer-certificates issued by the late board of public works.....</b>		\$2,120 00
Accounted for in former report.....	\$1,915. 40	
Since presented and allowed.....	99, 600	
		<u>2,014. 40</u>
Yet outstanding.....		105, 600
Amount of certificates issued, including interest to August 1, 1874.....		<u>103, 533 29</u>
<b>Second. Amount of auditor's certificates per former report.....</b>		\$19,246, 852 60
Amount of treasurer's acceptances and notes.....	346, 214 00	
Amount since presented.....	9, 331 00	
		<u>19, 602, 397 60</u>
Accounted for in former report.....	\$19, 275, 953 73	
Allowed in present report.....	159, 298 91	
		<u>19, 438, 253 60</u>
Outstanding.....		164, 145 00
Of the sum outstanding, certificates to the amount of \$64,897.20 were found among the papers of the treasurer and auditor, which the treasurer claims he had paid, and for which he is entitled to credit. The claim is probably correct, but it has not been finally acted upon.....		
Not acted upon.....		64, 897 20
Of which there are outstanding and not presented.....		99, 248 80
Amount of certificates issued since former report.....		<u>44, 356 00</u>
		<u>166, 760 80</u>
<b>Third.—No claim of this class has been presented since the former report.</b>		
<b>Fourth.—The aggregate amount of claims of this class as per former report was.....</b>		
Amount since presented.....		\$2,896, 537 70
		<u>706, 776 54</u>
		3, 603, 314 24
Amount allowed and certified.....	\$1,726, 714 50	
Amount disallowed.....	1, 123, 230 30	
		<u>2, 849, 944 80</u>
Not acted upon.....		753, 369 44
Number of claims presented, 1,502.		
Number of claims allowed, 629.		
Number of claims disallowed, 194.		
Number of claims not acted upon, 679.		

Of the whole number of claims filed, there are 446 in which the amount claimed is not definitely stated, and therefore the aggregate amount stated above is only approximate.

Of the 679 not acted upon, the larger portion have been referred to the engineer for measurement or are held for additional evidence and examination.

This class includes the continuation by the commissioners of work under old contracts, which had not been fully completed prior to the change of the District government.

In all cases where final measurements had not been made by the engineer of the board of public works, claims could not be audited until such measurements should be made and reported by the engineer under the commissioners. Such measurements constituted no part of the duties of the board of audit, but were, by the act of June 20, 1874, specially devolved upon the commissioners, and, as we are informed and believe, the force employed under the engineer has been insufficient to complete the work as early as was and is desirable.

Fifth. Amount of claims, as per former report.....	\$452,569 70	
Amount since presented.....	92,662 57	
		575,232 27
Amount allowed, per former report.....	\$32,547 43	
Per present report.....	266,612 99	
Disallowed.....	179,391 59	
		523,552 01
Not acted upon.....		46,680 26

Sixth. Claims under this class, with a few exceptions, had all been reported to the board of public works, by special superintendents, and have been considered as properly presented to the board of audit. The property taken was reported separately, as appertaining to the particular pieces of land in front of which it was taken, and the number of claims, as thus reported, is 30,720. The value of the property taken was established by rules adopted by the board of public works. In each case acted upon, a careful computation of the value of the property taken was necessary, and a like computation must be made in the cases which yet remain to be considered.

On ninety streets which were assessed for the cost of improvements by the board of public works, the claims numbered 14,400, and on one hundred and two streets that hadnot been assessed, 16,320. Of the claims on assessed streets 1,602 have been audited, and on unassessed streets 8,960. These last were certified to the commissioners, who, we were informed, would consider and allow them in making assessments upon the property to which they belonged. The whole number of claims audited is 10,562. Exclusive of this amount certified to the commissioners, 1,602 certificates have been prepared for property on assessed streets, of which 94, amounting to \$3,460.23, have been delivered to claimants. The board of audit has not as yet delivered certificates except to parties who had paid the assessments. The total amount of claims of this class audited and allowed, including certificates delivered and those withheld, and claims certified to the commissioners of the District, is \$140,074.73.

And this sum is included in the summary statement of claims allowed in a subsequent part of this report. The board of audit adhere to the opinion expressed in their report of December 7, 1874, that the value of property taken in the streets as audited and certified should be accepted by the commissioners as part payment of the assessments made by the board of public works on the real estate to which the claims respectively appertain. The value of this property constitutes a portion of the cost of improvements assessed upon the land, and justice to the property-owners requires that the allowance be made. For this reason certificates have been withheld in cases where the assessments have not been paid.

Seventh. The amount of claims for damages to real estate, as designated and presented to the board of public works and stated in our former report, was \$468,686.07; but in many instance the claimants did not designate the amount of damages sustained.

The number of claims presented to the board of public works was 976, and of those presented to the board of audit, 1,154, making a total of 2,130; but some of the latter are duplicates of former claims. The number of claims allowed is 725, and of those rejected, 267, leaving unacted upon, 1,138. The amount allowed and certified is \$510,941.50.

To aid them in ascertaining the damages sustained by owners of real estate, presented and claimed since our former report, the board of audit

appointed two gentlemen as experts, and instructed them to examine every piece of property alleged to have been damaged, and to report their action and judgment to the board. They have not yet had sufficient time to complete their work. In many cases the members of the board have personally inspected the property claimed to have been damaged, and have acted upon their judgment, in connection with that of the former and present commissioners, to assess damages, and in every case acted upon they have each personally examined the papers appertaining to it. An approximation of the amount of damages sustained cannot be given until the final report of the commissioners.

Eighth. Amount of claims presented, as per former report .....	\$531, 862 3/4
Since presented .....	17, 212 7/8
	<hr/>
	549, 075 15
Leaving unclaimed .....	8, 613 3/4

For the amount presented certificates have been issued.

The whole number and amount of certificates issued and prepared, including those stated in our report of December 7, 1874, are as follows:

Class 1. Sewer-certificates .....	No. 829	\$1, 002, 475 5/8
Class 2. Auditor's certificates .....	No. 1, 872	4, 336, 791 4/8
Class 3. Auditor's and comptroller's certificates .....	No. 7	1, 897 0/8
Class 4. Work on contracts .....	No. 1, 002	1, 726, 714 5/8
Class 5. General claims against the District .....	No. 572	349, 160 4/8
Class 6. Property taken in streets .....	No. 1, 209	140, 074 7/8
Class 7. Damages to real property .....	No. 1, 319	510, 941 5/8
Class 8. Sewer-taxes .....	No. 5, 539	549, 075 15
		<hr/>
	12, 349	8, 617, 130 4/8

The following is an approximate estimate of the claims outstanding and unadjusted:

The amount allowed, as stated in our former report, was .....	\$6, 858, 727 15
And amount allowed since is .....	1, 752, 403 24
Class 1 .....	\$105, 600 00
Class 2 .....	44, 356 55
Class 3 .....	0, 000 00
Class 4 .....	757, 829 52
Class 5 .....	46, 620 28
Class 6 .....	323, 020 12
Class 7, (estimated) .....	500, 000 00
Class 8 .....	8, 613 3/4
	<hr/>
	1, 786, 099 22

Classes 1, 2, 6, and 8 are certain claims against the District, to be increased by the addition of interest on classes 1 and 2. Classes 4, 5, and 7 will be changed in amount upon examination, and probably reduced. Additions will, however, be made to class 4 by the continuation of work under old contracts.

The duties imposed upon the board of audit by section 2 of the joint resolution of December 21, 1874, have not been fully performed, although from six to nine experienced clerks have been constantly engaged in the effort to elucidate the accounts of the treasurer of the board of public works. The treasurer began his official duties July 1, 1871, and continued in office until June 20, 1874—a period of but a few days short of three years. During that period no settlement of his accounts was made; and we cannot learn that any examination of them was had by any other officer of the board of public works or of the District. Under such a condition of affairs, errors and confusion were inevitable. During that period he



received and disbursed more than \$15,000,000, without check or examination of his accounts by any other officer of the District, and without systematic care on his own part. The manner in which the accounts were kept was so defective as to render an examination of every entry and of every voucher necessary, and made full compliance with the requirements of the second section of the resolution, within the time limited, impossible. We are able, however, to report: First, That the accounts of the treasurer were not so kept as to show from day to day, or during any period of time, whether his payments were made in currency or bonds, or in what medium, nor, as a general rule, to whom paid. Payments of auditor's certificates were sometimes entered in the names of the holders, assignees, and sometimes in the names of the parties in whose favor they were issued, although paid to assignees. No regular system, in this respect, appears to have been adopted or followed.

The principal portion of the disbursements were in payment of auditor's certificates, and so appear from the accounts. In all cases examined the nature of the claims paid appears from the books and vouchers on file, and whether upon regular authority or otherwise.

Second. Assuming that the inquiry, whether or not the moneys and other assets which were received by, or were under the control of, the treasurer have been properly accounted for by him, refers to accounting with the proper accounting-officers of the District. We report that they were not.

Third. The examination so far shows the payment by the treasurer of unaudited claims to the amount of \$75,980.

Fourth. Payments were made which had no apparent connection with the public improvements of the District made by the board of public works, such as fees of attorneys and counsel. These may, however, have been connected with the improvements.

Fifth. The payments above referred to, amounting to \$75,980, were made upon irregular vouchers, but we cannot say that they were not for proper liabilities of the District. Payments without the auditor's certificates we regard as irregular and improper.

Sixth. The inquiry as to what, if any, amount remains in the hands of the treasurer cannot be accurately ascertained until the full examination of the books and vouchers shall have been completed. The examination of the accounts which has been made shows that the treasurer is chargeable with ..... \$15,244,455  
And that he has paid out ..... 15,238,070

Balance apparently due, omitting fractions ..... 6,385

It is not at all certain that this is correct. A final and full examination may increase this balance, or reduce or remove it. In several instances, when called upon for information, the treasurer produced from his private papers auditor's certificates which had been paid. Other certificates were found in the treasurer's office, of which account had not been made, but which had been paid. It is proper to state that the treasurer claims a balance to be due to him. He also states that during the examination by the joint committee of Congress, his books and papers were carried to the committee-room, and thus got into confusion. It is apparent that after the examination commenced the books were neglected. The board of audit found the papers in a confused condition, and this added much to the perplexity of the labor to be done and necessarily impeded its progress.

The accounts of the auditor, comptroller, collector, and treasurer of the District have not been examined. The large amount involved in claims against the District presented for audit, and the amount and unsatisfactory character of the accounts of the treasurer of the board of public works, have constantly occupied the time of the clerks employed, and prevented the examination of other offices.

The examination of the books and files of the auditor of the board shows the issue of 11,582 certificates, amounting to \$19,246,852.69. With the exception of 11 certificates, the whole number were correctly entered on the books; and the 11 erroneous entries have been corrected. No injury was sustained by the errors. Of the certificates, 712, amounting to \$3,113,456.92, appear to have been issued without proper evidence or vouchers, or the order of the board of public works, or of some member or members of the board.

In each case measurements of work or other proper vouchers were subsequently presented and credited, covering the certificates thus issued.

In every case the account or accounts forming the basis of a certificate were examined, to verify the amount allowed and certified by the auditor.

When certificates were issued for work under contracts or under instructions, they were charged to the contractor in an individual account, but credits for sums audited and allowed were not entered, so that the contractors appeared to be debtors on the books for amounts certified, and the credits to which they were entitled appeared only by the papers and vouchers on file in the office. These papers and vouchers were found to be in good order with very few exceptions, which were probably occasioned by the removal of books and papers to the committee-room during the last session of Congress.

The amount expended in improvements by the board of public works and the commissioners, as audited and allowed by the auditor of the board, and by the board of audit, from June 1, 1871, to December 22, 1874, is—

For work on streets .....	\$11, 415, 434 78
For sewers .....	3, 282, 020 13
For roads outside of the city.....	506, 200 34
For raising and underpinning and otherwise repairing private buildings damaged by the improvements.....	248, 481 84
	15, 452, 137 05

This claim does not include audited claims for damages to real estate, as set forth in a preceding part of this report.

Respectfully submitted.

R. W. TAYLER,  
*First Comptroller.*  
J. M. BRODHEAD,  
*Second Comptroller.*

BOARD OF AUDIT, DISTRICT OF COLUMBIA,  
February 15, 1875.

*The President :*

By section 6 of the "Act for the government of the District of Columbia, and for other purposes," approved June 20, 1874, the board of audit therein created were required to ascertain and report to Congress, at the next session thereof, the amount equitably chargeable to the street-rail-

road companies, on account of paving within the tracks of said companies, pursuant to the charters of said companies, or the acts of Congress relating thereto, together with the reasons therefor.

The provisions of the several charters of the railroad companies are substantially alike as regards taxation and the improvement of streets and avenues. The charter of the Washington and Georgetown Company (12 Stat., 388) provides—

First. For the taxation of the road as other real estate may be taxed.

Second. For the taxation of other real estate owned by the company in the same manner.

Third. For the taxation of their personal property as other personal property in the cities of Washington and Georgetown may be taxed.

Fourth. For a license for their vehicles or cars.

The roads should therefore be valued as real estate is valued, and charged with the same rate of taxation. Their personal property should also be assessed like other personal property, and a license should be charged for their cars.

We do not find that any tax has been paid by either of the companies since the act of incorporation, except on lands and structures. Section 4 of the act of incorporation required the company to keep the tracks, and for two feet beyond the outer rail thereof, and also the space between the tracks, at all times well paved and in good order, without expense to the United States or to the cities of Washington and Georgetown, and section 5 reserved to the Government and to the cities of Washington and Georgetown the right to alter the grade of, or otherwise improve the avenues and streets occupied by the road, and in the event of such alteration and improvement, made it "the duty of said company to change their said railroad so as to conform to such altered grade and pavement." Whatever, therefore, the District has paid or expended in putting the tracks on a new grade, and in paving them within the limits prescribed in the charter, should be charged to and paid by the companies respectively. Measurements by the engineer will be necessary to determine the amounts expended by the District. The acts of incorporation having prescribed the portion of the avenues and streets to be paved by the companies, when they shall have complied with this requirement they will have done what their charter contemplated.

We append hereto a statement in detail, prepared by Mr. Wilcox, of this office, which explains the law in relation to the liabilities of the roads on account of street-improvements, and states the financial condition of the several companies as furnished by themselves.

R. W. TAYLER,  
*First Comptroller.*  
J. M. BRODHEAD,  
*Second Comptroller.*

The charters of the several street-railroads in the District of Columbia are identical in so far as they relate to the liabilities and conditions imposed. Each of the charters provides that "*said roads* shall be deemed real estate, and they, together with other real property and the personal property of said body corporate, shall be liable to taxation as other real estate and personal property in the cities aforesaid," and also "to license for their vehicles or cars in the cities aforesaid."

Another section provides that said corporations "shall be bound to keep said tracks, and for the space of two feet beyond the outer rail

thereof, and also the space between the tracks, at all times well paved and in good order, without expense to the United States or to the said cities."

And again: "Nothing in this act shall prevent the Government at any time, at their option, from altering the grade or otherwise improving all avenues or streets occupied by railroads, or said cities from so altering or improving such streets or avenues, and the sewerage thereof, as may be under their respective authority and control; and in such event it shall be the duty of said company to change their said railroad so as to conform to such grade and pavement."

The first provision is a direct statutory declaration that the roads shall be deemed to be real estate for the purpose of taxation, and shall be taxed as such at the same rate as other real estate in said District; and this tax, with such license as should be imposed upon their cars and vehicles, would seem to be the annual compensation which they were to pay for the privileges conferred upon them. The collector of the District reports that for the fiscal year ending June 30, 1872, the Washington and Georgetown Railroad was assessed a tax of \$4,570 upon their road under this provision, and the Metropolitan road a tax of \$1,275. For the next fiscal year no tax of this character was assessed against the Washington and Georgetown road, but a tax of \$1,275 was assessed against the Metropolitan road. No other assessment was subsequently made against any of the roads. These taxes have not been paid, and, so far as the examination has been made, no such assessment has ever been paid by either. Subsequent to the assessment for 1873, the roads would seem to have brought the question before the board of appeals, and that board decided that the roads were not to be deemed real estate, but personal property, and, as such, exempt from tax under the District law. While these roads have accepted the benefits and privileges conferred upon them by their charters, they have in this respect rejected and evaded the condition imposed by the same instrument.

The charters of these roads give them the right to enter upon and dig up the streets and avenues to construct their roads, and to use and occupy the same with their tracks and cars, and impose penalties for the unlawful obstruction of such use. These privileges and franchises are granted to private corporations, and while they undoubtedly furnish accommodation to the public, it is an accommodation for which the public are expected to pay, and no such company is organized, or such road built, except upon the ground that it will prove a source of profit to the individual owners or corporators. They have their road ready graded, and the right of way is secured to them without cost.

Upon the questions involved in this inquiry the several roads agree in their positions, which may be stated in substance as follows:

First. That there is nothing in the provisions of their charters which requires them to pave the streets, but, on the contrary, the implication clearly is that the rails were to be laid on paved streets, a limited portion of which the roads were thereafter to keep well paved and in good order.

Second. That these provisions related to a period when cobble-stone pavements were used, which could be laid for seventy-five cents per yard, and when out of repair could be taken up and relaid for twenty cents per yard, and had no relation to the use of the modern expensive pavements subsequently used.

Third. That while a construction which would have required them to pave as well as keep in repair the designated portions of the streets with a cobble-stone pavement might not have been unreasonable, such a

construction after the introduction of the new high price pavements would be oppressive, and, if enforced, absolutely ruinous.

Fourth. That the act of 1871, which authorized the assessment of not exceeding one-third of the cost of the improvements upon property adjoining and to be specially benefited by such improvements, did not authorize any assessment, against the roads, but having assessed the one-third upon such property, there was nothing left which could be assessed against the roads. And further, that they ought not to be made to pay, because they were in no way benefited by the substitution of the new grades and pavements, but on the contrary positively injured by the obstructions to travel and consequent loss of business while the changes were in progress.

Finally, that in a financial view they are unable to pay for street-improvements because of the insufficiency of their revenues; that the imposition of such expense would be a virtual confiscation of their property. And they also allege that they have been subjected to heavy expenses in accommodating their roads to the changed grades.

If, under a fair construction of their charters, these roads were and are required to pave as well as keep in repair the portion of the streets designated, and, in case of a change of grade, to conform their roads to such new grade and pavement at their own expense, it is true that the extensive changes recently made would have imposed a heavy burden upon them. But these same changes have imposed a burden equally heavy upon the individual property-holder; for, in addition to the one-third assessed direct upon the property of individuals, they, or rather their property, is held for the other two-thirds, besides the taxes imposed for general purposes; and these same property-holders have been subjected to heavy losses by the interruption of their business, occasioned by the changes of grade and alteration of streets, for which no compensation is allowed.

But an examination of the accounts shows that the District has itself paid for all the grading done in the streets occupied by these roads, and the most that they have done is to adjust and level their tracks after the street was raised or lowered to the new grade, while the presence of these tracks in the streets in some cases more than doubled the cost of the excavation of the portion of the streets occupied by the roads, while the cost of paving was also increased by the same cause, and claims for extra compensation have been filed for such paving.

In many of these streets advantage was taken of these changes to lay down new lines of road—the companies putting down their ties and sills upon the road-bed as made by the contractors, and keeping just in advance of the laying of the pavement, leaving the rails to be subsequently laid, and the streets were thus graded and paved, and their road-bed prepared without expense to them. It was claimed that there could be no railroad until the rails were laid, and as the rails were not laid until the improvements were completed, there was no railroad upon which any part of the expense could be charged.

The act of July 8, 1870, to provide for the paving of Pennsylvania avenue, furnishes a legislative construction of these charter provisions. In apportioning the cost of that improvement, Congress directed that the Washington and Georgetown road should pay "for that portion of the work lying between the tracks of their road and for a distance of two feet on each side thereof." In this case they were allowed to select the material for the pavement between the outer rails, but they were to lay the pavement between the outer rails themselves, at their own expense, and to pay for the two feet beyond.

Assuming that this privilege of selecting a cheaper material was intended as a measure of relief against the expense which would otherwise have been imposed upon them, there was nothing in the act which extended that privilege to other streets than the one then provided for. If the public interests require that a street should be paved with a wood or concrete pavement, it is difficult to see why that requirement does not cover the center as well as the sides of the street, and it is presumed that the charter-provisions were not intended to perpetuate cobble-stone pavements. That these corporations, possessing valuable privileges and franchises in the streets and avenues, should be required to contribute not only to the general, but also to the special expenses imposed upon all other property-holders, can hardly be deemed unjust. That such a contribution may at times be burdensome is an objection which applies to the individual as well as the corporation, and if it excuse the one it should excuse the other.

They accepted the provisions of their charters, and under them have organized and constructed and used their roads. Whatever liabilities their charters impose were accepted by them as a condition of the grant. There does not seem to be any room for doubt as to the meaning and intent of the first provision of their charters.

These roads deny that under the subsequent provisions they are liable for any portion of the expense of street-improvements, and the action of the late District authorities would seem to indicate that they have yielded in some degree to their claims. Under these circumstances it might be proper that Congress should, by appropriate legislation, give an authoritative construction to those charter-provisions; and, if these should be found to be too burdensome, to make such modifications as may seem to be just, and then require these roads to conform to such provisions.

There is a difficulty in undertaking to fix an arbitrary amount which should be charged to these roads on this account, inasmuch as all the reasons urged by them why they should be relieved from a portion of the whole of this expense would apply with equal force if urged by the individual property-holder.

The amount charged against these roads by the late board of public works is shown by the statement annexed, no portion of which has been paid. There is also appended a summary of the financial statements furnished by each of these roads, which are submitted as bearing upon the positions assumed by them.

*Special-improvement taxes assessed against street-railroads by the late board of public works.*

WASHINGTON AND GEORGETOWN RAILROAD.

Seventh street, B street south to river.....	\$7,065
Eighth street, Pennsylvania avenue to Navy-Yard.....	2,894
Fourteenth street, H to N.....	4,165
Fourteenth street, N to Boundary.....	7,307
New York avenue, Fifteenth to Fourteenth.....	716
Pennsylvania avenue, Fifteenth to Rock Creek.....	11,548
Total.....	34,585

METROPOLITAN RAILROAD.

Seventeenth street, New York avenue to K street.....	\$7,552
New York avenue, at Fourteenth street.....	441
Total.....	8,593

## COLUMBIA RAILROAD.

New York avenue, Fifteenth to Ninth streets ..... \$1,052 80

*Statement of the Columbia Railroad.*

Number of shares of stock issued ..... 8,000  
 Par value of shares ..... \$50 00  
 Amount paid in on each share ..... 12 50  
 Actual cost of construction and equipment ..... 99,971 19

Receipts from stock ..... \$100,000 00  
 Receipts from September 1, 1871, to September 1, 1872 ..... 37,010 03  
 Receipts from September 1, 1872, to September 1, 1873 ..... 37,961 45  
 Receipts from September 1, 1873, to September 1, 1874 ..... 42,533 33

Total receipts ..... 217,504 81

Expenditures for construction and equipment ..... \$99,971 19  
 Expenditures from September 1, 1871, to September 1, 1872 ..... 22,986 60  
 Expenditures from September 1, 1872, to September 1, 1873 ..... 26,433 29  
 Expenditures from September 1, 1873, to September 1, 1874 ..... 31,050 58

Total expenditures ..... 180,441 56

Net profits to September 1, 1874 ..... \$37,063 15  
 Dividends paid same time, \$4.75 per share ..... 38,000 00

*Statement of the Metropolitan Railroad Company.*

Par value of stock per share ..... \$50 00  
 Amount paid in on each share ..... 30 00  
 Number of shares originally issued ..... 5,069  
 Number of shares issued in 1868 ..... 1,013  
 Number of shares issued in last two years ..... 7,471  
 Total shares issued ..... 13,553  
 Amount received from sale of stock ..... \$406,590 00  
 Amount received from sale of bonds ..... 50,000 00  
 Amount received from sales of horses, &c. .... 35,876 81  
 Amount received from fares of passengers ..... 702,346 17  
 Amount received from bills payable ..... 30,043 01

Total cash receipts ..... 1,224,855 99

**Expenditures :**

For construction of road ..... \$318,029 64  
 For grounds for depots, &c. .... 38,490 45  
 For cars, turn-tables, &c. .... 79,375 45  
 For horses and harness ..... 72,430 80  
 For salaries and wages ..... 315,043 58  
 For all other expenses ..... 260,071 69  
 For bills payable ..... 30,018 01

Total expenditures ..... 1,113,459 62

Net profits ..... 111,396 37  
 Paid for redemption of bonds ..... \$24,200 00  
 Paid for interest ..... 26,910 27  
 Paid for dividends ..... 56,449 00

Cash balance ..... 107,559 27  
 Bonds outstanding ..... 3,837 10  
 Balance of bills payable ..... 25,800 00  
 ..... 25 00

Total liabilities ..... 25,825 00

*Statement of the Washington and Georgetown Railroad.*

Number of shares of stock originally issued ..... 10,000  
 Par value ..... \$50 00  
 Paid in on each share ..... 20 00  
 Amount paid in on stock ..... 200,000 00  
 Gross receipts to December 1, 1874 ..... 4,331,146 67

Total receipts ..... 4,531,146 67

# 12 BOARD OF AUDIT OF THE DISTRICT OF COLUMBIA.

<b>Expenditures:</b>	
Cost of construction and equipment.....	\$462, 068 40
Gross expenditures to December 1, 1874.....	3, 604, 994 94
<b>Total expenditures</b> .....	<b>4, 067, 063 34</b>
Balance.....	464, 083 33
Dividends paid.....	442, 500 00
<b>Cash balance</b> .....	<b>21, 583 33</b>
Cost of road and equipment.....	462, 068 40
Cash received in stock.....	200, 000 00
<b>Cost of road in excess of stock</b> .....	<b>262, 068 40</b>
Dividends paid.....	442, 500 00
Cash balance.....	21, 583 33
<b>Total net earnings</b> .....	<b>726, 151 73</b>
Average earnings per share.....	72 61
Dividends paid per share.....	44 25

By this showing the net earnings appear to be \$283,651.73 more than the dividends paid, but it is claimed that the road owes a bonded debt of \$330,000, and a floating debt of \$13,527.54, or a total debt of \$343,527.54.

If the amount of the bonds is not included in the gross receipts, the cash balance above should be increased that amount. If it has been so included, then they must have paid dividends with borrowed money.

## Gross receipts and expenditures.

Year ending—	Gross receipts.	Expenditures.	Net profits.	Dividend per share.	Dividends paid.
Eleven months, July 1, 1863.....	\$249, 160 08	\$184, 836 42	\$64, 323 66	.....	.....
One year, July 1, 1864.....	357, 523 92	276, 853 98	80, 569 94	\$7 50	\$75, 000
July 1, 1865.....	455, 867 09	388, 110 56	67, 756 53	6 00	60, 000
July 1, 1866.....	364, 449 70	299, 846 27	64, 603 43	4 50	45, 000
Six months, January 1, 1867.....	150, 563 08	115, 574 58	31, 987 50	4 00	40, 000
January 1, 1868.....	324, 371 55	282, 232 91	42, 038 64	2 09	20, 000
January 1, 1869.....	323, 414 41	277, 225 76	46, 188 65	1 25	12, 500
January 1, 1870.....	340, 017 98	261, 166 93	78, 853 05	5 50	55, 000
January 1, 1871.....	336, 441 64	257, 310 62	79, 131 02	5 50	55, 000
January 1, 1872.....	346, 741 22	292, 373 22	54, 368 00	3 00	30, 000
January 1, 1873.....	356, 730 48	292, 555 62	64, 174 86	4 00	40, 000
January 1, 1874.....	362, 796 17	335, 947 37	26, 848 80	.....	.....
Eleven months, December 1, 1874.....	363, 068 35	337, 860 70	25, 207 65	1 00	10, 000
	4, 331, 146 67	3, 604, 994 94	726, 151 73	44 25	442, 500









